

The Hongkong Telegraph.

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MONDAY, FEBRUARY 1, 1904.

一拜禮

號一月二英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND " 9,210,000

Head Office—YOKOHAMA.

Branches and Agencies.
TOKIO. KOBÉ.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENSIN. NEWCHWANG.
PEKING.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
THE UNION OF LONDON AND SMITHS BANK, LD.

HONGKONG BRANCH—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.

TARO HODSUMI,
Manager.

Hongkong, 11th September, 1903. [21]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000
RESERVE FUND.....\$10,000,000
Sinking Reserve.....\$10,000,000
Silver Reserve.....\$10,000,000
RESERVE LIABILITY OF PROPRIETORS.....\$10,000,000

COURT OF DIRECTORS:
A. J. RAYMOND, Esq., Chairman.
H. E. TOMKINS, Esq., Deputy Chairman.
Hon. C. W. DICKSON. N. A. STEBS, Esq.
E. GOETZ, Esq. H. W. SLADE, Esq.
A. HAUPT, Esq. C. A. TOMES, Esq.
H. SCHUBART, Esq. E. S. WHEELER, Esq.
E. SHELLIM, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.

Shanghai—H. M. BEVIS.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per cent. per annum.
For 6 months, 3 1/2 per cent. per annum.
For 12 months, 4 1/2 per cent. per annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 25th January, 1904. [22]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 PER CENT. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1902. [23]

THE NATIONAL BANK OF CHINA, LIMITED.

Authorized Capital.....\$1,000,000
Paid up Capital.....\$324,374

HEAD OFFICE—HONGKONG.

Board of Directors:
Chan Kit Shan, Esq. J. Scott Harston, Esq.
Chow Tung Shing, Esq. J. J. Lau, Esq.
Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5 %

Hongkong, 12th May, 1903. [B]

THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL.....Sh. Tels 5,000,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES: Hankow, Tientsin, Tsingtau (Kiautschau).

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITHS BANK, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENT
DIREKTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

H. FIGGE,
Manager.

Hongkong, 1st September, 1903. [25]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP.....£800,000

RESERVE LIABILITY OF SHAREHOLDERS.....£800,000

RESERVE FUND.....£725,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 1/2 per cent.

" " " 6 " " 3 1/2 "

" " " 3 " " 3 " "

" " " 3 " " 3 " "

T. P. COCHRANE,
Manager.

Hongkong, 24th December, 1903. [24]

TO LET.

NO. 1, RIFON TERRACE in FLATS.

No. 4, RIFON TERRACE.

No. 15, WONG NEI CHONG ROAD, facing Race Course.

FLATS in MORETON TERRACE, facing Polo Ground.

OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIER).

GODOWN No. 34, BLUE BUILDINGS.

GODOWNS: PRAYA EAST.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st December, 1903. [65]

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 4th December, 1903. [26]

GUARANTY TRUST COMPANY OF NEW YORK (AMERICAN BANK).

ESTABLISHED 1864.
PAID UP CAPITAL U.S. Gold \$2,000,000
SURPLUS AND UNDIVIDED PROFITS.....\$5,180,000

Gold \$7,180,000

Head Office—NEW YORK.

LONDON OFFICE:
33 and 35, Lombard Street, E.C.

F. C. Bishop, Manager, Eastern Department.

LONDON BANKERS:
PARR'S BANK, LIMITED.

HONGKONG OFFICE:
4, DES VUEX ROAD.

General Banking and Exchange business transacted.

INTEREST ALLOWED
On Current Accounts at 2 1/2 per annum.
On Fixed Deposits:
For 3 months 2 1/2 per annum.
" 6 " 3 1/2 "

" 12 " 4 1/2 "

E. F. GRUS,
Acting Manager.

Hongkong, 1st December, 1902. [20]

INTERNATIONAL BANKING CORPORATION.

CAPITAL, SURPLUS AND UNDIVIDED PROFITS,
GOLD \$7,992,173.37—about £4,040,000.
CAPITAL AND SURPLUS AUTHORIZED
GOLD \$10,000,000—£2,055,000.

HEAD OFFICE:
1, WALL STREET, NEW YORK.

LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

BRANCHES AT
SAN FRANCISCO, WASHINGTON,
MEXICO, MANILA, SHANGHAI, SINGAPORE, YOKOHAMA, BOMBAY,
CALCUTTA

AND AGENTS ALL OVER THE WORLD

LONDON AND CONTINENTAL BANKERS:
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED,
UNION OF LONDON AND SMITHS BANK, LTD.
CREDIT LYONNAIS, DRESNER BANK,
COMPTOIR NATIONAL D'ESCOMPTE DE PARIS, &c.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account and issues Fixed Deposit Receipts either in Gold or Silver at Rates which may be ascertained on Application.

HONGKONG BRANCH:
20, DES VUEX ROAD CENTRAL.
CHARLES R. SCOTT,
Manager.

Hongkong, 14th December, 1903. [19]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 11TH NOVEMBER, 1895.

Shanghai Tels. 5,000,000

PAID-UP CAPITAL.....2,500,000

Head Office—SHANGHAI.

Branches and Agencies.
CANTON. PENANG.
CHEFOO. SINGAPORE.
HANKOW. TIENSIN.
PEKING.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities. Bills discounted.

INTEREST ALLOWED ON DEPOSITS.
3 1/2 per annum Fixed Deposits for 3 months.
4 1/2 " " 6 " " 6 " "

5 1/2 " " 12 " " 6 " "

E. W. RUTTER,
Manager.

Hongkong, 12th August, 1903. [18]

THE FAVOURITE BRAND FOR TWENTY YEARS.

NAPIER JOHNSTONES BOTTLE WHISKY.

LANE, CRAWFORD & CO. AGENTS.

Gutter, Palmer & Co., London.

AS. SUPPLIED TO THE LEADING CLUBS AND HOTELS.

PRICE: Per Dozen \$17.00. Per Bottle \$1.50.

LANE, CRAWFORD & CO.

Hongkong, 2nd January, 1904. [38]

THOMAS' HOTEL.

A FIRST CLASS HOTEL, most centrally situated; Well furnished and Airy Bedrooms. Monthly Boarders accommodated on very moderate terms.

For Particulars apply to THE MANAGER.

NOTICE TO THE WEARIED.

There is no nicer place to spend a few days in quiet rest, than MACAO.

And there is no more comfortable Hotel in the Far East, than the MACAO HOTEL.

Wm. FARMER, Proprietor.

Hongkong, 21st January, 1904. [46]

MAILS.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS. TO SAIL ON REMARKS.

LONDON, AMSTERDAM and A'WERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES ...

PAERMO About 14th February } Freight only.

E. G. Andrews } February

YOKOHAMA VIA SHANGHAI, BORNEO About 7th February } Freight and

MOJI and KOBE. G. W. Gordon, R.N.R. ... } February } Passage.

(Passing through the inland Sea).

For Further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 29th January, 1904. [4]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;

ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

STEAMERS. SAILING DATES.

SACHSEN WEDNESDAY, 3rd February.

GERA WEDNESDAY, 17th February.

SEYDLITZ WEDNESDAY, 2nd March.

ROON WEDNESDAY, 16th March.

PREUSSEN WEDNESDAY, 30th March.

HAMBURG WEDNESDAY, 13th April.

PRINZ HEINRICH WEDNESDAY, 27th April.

OLDENBURG WEDNESDAY, 11th May.

BAVERN THURSDAY, 25th May.

SACHSEN THURSDAY, 9th June.

SEYDLITZ THURSDAY, 23rd June.

* Steamers of the Hamburg-Amerika Linie.

Intimations.

JAPAN COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.

LONDON BRANCH:—34, LINE STREET, E.C.

HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maidzuru, Kure, Shimomatsuki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Taipei, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armaments and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujinotani, Hokoku, Hondo, Ichimura, Kanada, Mameda, Mannoura, Onoura, Otsuji, Sasahara, Tsubakuro, Yoshinotani, Yoshio, Yunokibara and other Coals.

C] N. INUZUKA, Manager, Hongkong

H. PRICE & CO. WINE MERCHANTS, 12 QUEEN'S ROAD CENTRAL.

Picnic parties furnished with wines, etc., at a moment's notice.

Contracts made on special terms with Caterers, Committees, Messes and Captains of Steamers. All Wines, Spirits and Beers supplied are guaranteed.

Price list on application. TELEPHONE No. 135.

Hongkong, 23rd July, 1903. [41]

CALDBECK, MACGREGOR & Co., WINE AND SPIRIT MERCHANTS.

15, QUEEN'S ROAD, HONGKONG.

Telephone No. 76.

LONDON—RANGOON STREET, CRUTCHED FRIARS.

GLASGOW—ST. ENOCH'S SQUARE.

SHANGHAI—FOOCHOW ROAD.

SINGAPORE—RAFFLES QUAY.

Hongkong, 12th January, 1904. [42]

INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that the Undersigned, being Sole Agents for

Dr. AUER VON WELSBACH Co., VIENNA,

THE INVENTORS OF INCANDESCENT GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES, The Price of which has been reduced to FIFTY CENTS per piece.

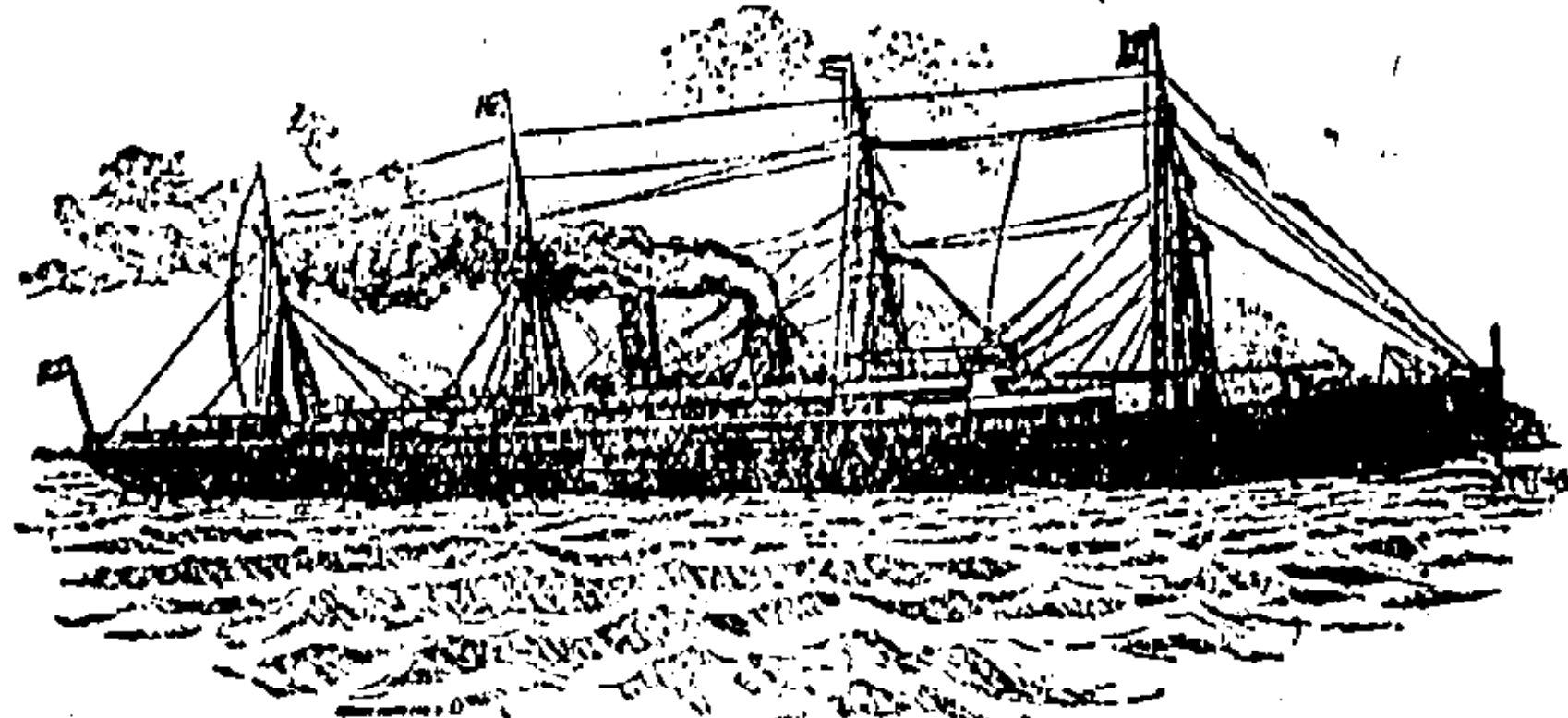
BEWARE OF INFERIOR IMITATIONS.

HONGKONG.

Hongkong, 4th December, 1903. [26]

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"SIBERIA"	11,284 Gross Tons...	SATURDAY, 13th February, at Noon.
"COPTIO"	4,352 "	TUESDAY, 23rd February, at Noon.
"KORBA"	11,276 "	THURSDAY, 10th March, at Noon.
"GAELIC"	4,295 "	SATURDAY, 19th March, at Noon.
"CHINA"	5,660 "	TUESDAY, 5th April, at Noon.
"DORIC"	4,784 "	THURSDAY, 14th April, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE P. M. Company's Steamship "SIBERIA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 13th February, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point on route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific.

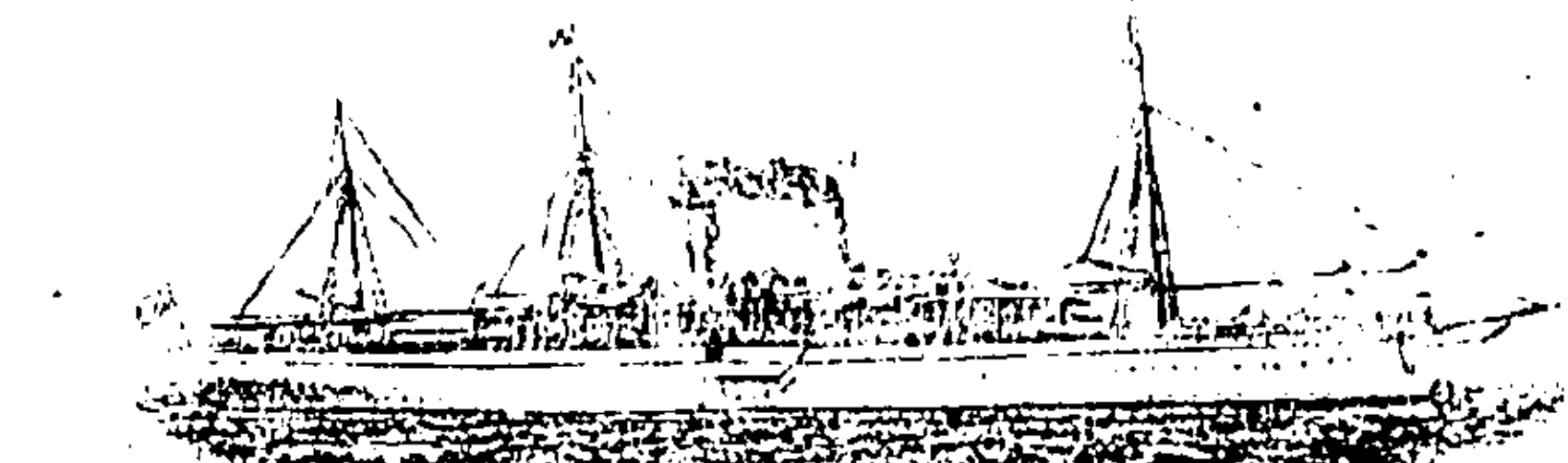
Southern Route: passengers enjoy out-doors throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

J. STUART THOMSON, Acting Agent.

Hongkong, 1st February, 1904.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
SAFETY. SPEED. PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 10 Knots.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF INDIA" ... 6,000 Tons ... WEDNESDAY, 10th February.

"TARTAR" ... 4,425 " ... WEDNESDAY, 24th February.

"EMPRESS OF JAPAN" ... 6,000 " ... WEDNESDAY, 9th March.

"EMPRESS OF CHINA" ... 6,000 " ... WEDNESDAY, 23rd March.

"ATHENIAN" ... 3,882 " ... WEDNESDAY, 6th April.

Hongkong to London, 1st Class ... via St. Lawrence 60s. Via New York 60s.

Hongkong to London, Intermediate on ... 40s. ... 42s.

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous

INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VAN-

COUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND

TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval,

Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese

and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage,

apply to

D. E. BROWN, General Agent,

9, Pedder's Street.

Hongkong, 27th January, 1904.

[10]

Intimations.

WATSON'S
SEASONABLE
SPECIALITIES.

WATSON'S BALM OF ANISEED

Gives immediate relief and quickly cures all cases of Cough both in Adults and Children.

WATSON'S WHITE EMBROCATION.

Sportsmen will find this a first-rate remedy for Sprains and Bruises. In cases of Rheumatism, Chest affections and pains in the limbs, its application has a most soothing and comforting effect.

WATSON'S GITO OF ROSE COLD

CREAM is a pleasant cure for Chapped Lips and Rough and Chafed Skin, so often experienced in the cold weather here.

A. S. WATSON & Co.,
LIMITED.

SOLE PROPRIETORS.

MANUFACTURING CHEMISTS.

ESTABLISHED A.D. 1841.

Hongkong, 23rd January, 1904.

TELEPHONE NO. 36.
CABLE ADDRESS: "ACHIEVE," HONGKONG.
A. B. C. CODE, 4th EDITION.

ESTABLISHED 1859.

A CHEE & CO.,
祥利廣
17, QUEEN'S ROAD.FURNITURE
DEALERS.

DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM

FURNITURE.

ELECTRO-PLATED,
GLASS, and

CHINA WARES.
PASTEUR'S MICROBE-PROOF
FILTERS.

ROCHESTER LAMPS,
WHITE TURKISH TOWELS.
COUNTERPANES.

COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.

PHOTOGRAPHIC
DEPARTMENT.

DEVELOPING and PRINTING
UNDERTAKEN FOR AMATEURS.
GOOD WORK.

PROMPT RETURN.

Hongkong, 8th January, 1904.

CARMICHAEL AND
CLARKE,
CONSULTING ENGINEERS AND
SHIPBUILDERS,
SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong.

A. B. C. Code, 4th Edition.

A. J. Code.

Lieber's Standard Code.

HONGKONG, 23rd.

Hongkong, 23rd March, 1903.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

NOTICE
All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.
Ordinary business communications should be addressed to The Manager.
The Editor will not undertake to be responsible for any rejected MS. nor to return any Contribution.
SUBSCRIPTION RATES (IN ADVANCE).
Daily—\$30 per annum.
Weekly—\$15 per annum.
The rates per quarter and per annum, proportional. The rates are delivered free, when the address is accessible to messenger. (On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter.
Single Copies Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, MONDAY, FEBRUARY 1, 1904.

THE TRANS-SIBERIAN.

Much has been written for and against Russia's big railway across Asia, and, quite recently, we dealt, in these columns, with its real value as a means of communication from a military standpoint. The conclusions that we drew, which were far from favourable to the line as a means of transporting, with any dispatch, large masses of men or quantities of military stores, are fully confirmed by appreciations of a well informed correspondent of the *Times*, who, when writing recently to that paper, stated:—The unsatisfactory manner in which the management of the Siberian, and particularly the Manchurian, railways discharge their obligations to the Russian trading community is the subject of bitter complaint among Russian importers and traders. Trainload after trainload of goods despatched from the Far East to Moscow has been blocked in transit at various points on the railway lines since their official "opening of traffic." Several large cargoes of Chinese tea, despatched from the Pacific coast for Moscow three months back, only reached their destination a couple of weeks ago. Collisions on the Siberian and Manchurian lines have, he adds, been so frequent that one might almost imagine the railway paid a premium to its drivers and pointsmen for reducing its rolling stock. The rolling stock itself he declares to be totally inadequate. Many portions of the line through Siberia are stated to have been laid with a want of technical supervision which is almost criminal. Some of the many bridges and viaducts, which have given serious trouble under a by no means heavy traffic, were built under the "supervision" of a contractor who, prior to their completion, found it expedient hurriedly to quit Russian territory for good, after making hundreds of thousands of roubles out of his contract by dishonest means. From the above it will be seen that the small value we attributed to the Trans-Siberian Railway as a strategic unit on the side of Russia in the event of war with Japan, was not under-estimated, and the continual passage through our harbour of Muscovite transports, laden with reinforcements for Manchuria, would seem yet another proof that a parallel may be drawn between this much advertised line and the wooden cannon that formerly peeped from the embrasures of the Bogue forts.

LOCAL AND GENERAL.

INWARD parcels by s.s. *Chusan* are now ready for delivery.

H. M. cruiser *Cressy* arrived from Weihaiwei yesterday and left for Singapore to-day.

The *Intrepid* and *Latona* have been docked at Portsmouth to prepare for foreign service, which, rumour says, will be on the China station.

By the will of the late Mr. J. J. Gurney, formerly of the engineering firm of Clark, Chapman, and Gurney, the China Inland Mission receives a legacy of £1,000.

It is reported in Shanghai that the *Hertha*, with H. R. H. Prince Albrecht on board, will be returning to Hongkong shortly en route to the South Sea German colonies.

Up to 21st ult. no further news had been received at Singapore of the overdue B. I. steamer *Okhu* which was last reported as being at anchor off Pulo Obi, Cambodia.

CARDINAL Gotti, acting on instructions from the Pope, has sent a circular note to all the heads of Roman Catholic missions in the Far East ordering them to use all the influence at their disposal to prevent conflicts between Christians and Chinese.

THE main clause of the draft Chinese mining regulations provides that 30 per cent. of the share capital must be reserved for native subscribers. If these regulations are passed, says the Peking Correspondent of the *Post*, they will open up a new era for the development of China.

Mr. J. Johnstone Keswick, late of Hongkong, and Sir Cecil Clementi Smith, formerly Colonial Secretary of the Colony and afterwards Governor of the Straits Settlements, have accepted seats on the Tariff Reform Commission. Mr. Chamberlain will leave England about the middle of February for a short vacation and on his return will organise a second campaign.

THE Press Association states that Messrs. Farland and Wolf have received an order to build a steamer 755 ft. long for the White Star Line. This will be 30 ft. longer than the *Baltic*, the largest ship in the world, launched six weeks ago from Belfast Queen's Island Yard for the same company.

VIC-ADMIRAL Sir Gerard Noel has just resigned his seat on the Food Commission, in view of his departure for the Far East, where he is to relieve Admiral Sir Cyprian Bridge, who will be compulsorily retired on March 15th next, on attaining his sixty-fifth year. Sir Gerard Noel is fifty-nine years of age.

REFERRING to the development of the coal mine in Nan-hai, Kwangtung, by Yang-ling, a Portuguese subject, the *Universal Gazette* now hints that the villagers living about seven or eight fms from the mine have raised objections stating that the fumes of their fields, plantations, and graves would be destroyed.

TO-MORROW afternoon on the Happy Valley the Hongkong Football Club will play Royal Engineers. Kick-off at half past four. The following will play for the Club:—F. H. Kew, goal; H. C. Aussen, and E. F. Ancott, backs; H. C. Gray, J. W. C. Bonnar and P. R. Wolff, halves; J. Johnstone, H. A. Brent, R. Hancock, R. A. Whitmore and A. N. Other, forwards.

WITH reference to the Hongkong tramways *Indian Engineering* of 9th ult. says:—Progress on this undertaking is not all that one would expect from the Far Eastern Settlement. The lines are still to be laid and the overhead wires are being slowly erected, while the engines for the power-house have not yet arrived. They are on their way out, and the cars are due later on.

Mr. Melton Prior, the distinguished war artist of *The Illustrated London News*, sailed on 2nd ult. by the Cunard steamer *Umbria* on his way, via America and the Pacific, to Japan, on what may prove to be his twenty-seventh year's commission for that journal. Mr. Melton Prior, who has seen fighting in every quarter of the globe, returned only a few months ago from active service in Somaliland.

THE *N. C. D. News* understands that in the event of war the Chinese Eastern Railway Co.'s steamers will be withdrawn from the Dalny-Nagasaki and Dalny-Shanghai routes. It is contemplated to put the two passenger steamers *Manchuria* and *M. ngolu* under the Red Cross flag, and use them as hospital ships, for which they are admirably adapted, but the *Manchuria* unfortunately is in dock at Nagasaki, her engines having been taken on in order to strengthen their bed.

RUGBY FOOTBALL.

HONGKONG CLUB v. H.M.S. "ALBION."

On Saturday the Hongkong Club entertained the rugby team of the *Albion* on the Happy Valley ground and it must be said entertained them right royally as they presented them with 20 points and accepted nothing in return. The weather was a trifle warm for Rugby football from a player's point of view, but ideal from a spectator's and a goodly number of people lined the ropes. If it were not absolutely necessary to use that expression when recounting a football match one might say lined the touch line, as the ropes at Happy Valley have ceased to fill their appointed duties. The start being timed for 4 o'clock it was strictly according to tradition that the men should line up about 4.20 and having got under way treated us to a very poor exposition of the "rugger" code.

Play in the first half was such as to make one wonder what is the opinion of people on Rugby football who have never seen first class matches at home. The navy forwards heat their opponent's nine times out of ten in the scrimmage by having the knowledge of how to use their feet. Out the ball came into the hands of the half-backs, but they and the three-quarters made absolutely no use of it owing to the selfishness of the play, the player in possession preferring to defer his pass to a clubmate until the mark.

Play was mostly in favour of the *Albion* team though occasionally the Club had a turn in their opponent's territory, once having very hard lines in a passing run up the field which ended in a touch. The *Albion* men were within an ace of scoring times out of number, but lack of ability in their passing arrangements saved the club and the first half ended without score on either side.

In the second half the *Albion* team early demonstrated that they had their opponent's measure and play settled down in the club ground. A dust up on the line ending in about ten men touching down the referee ordered a scrum 5 yards out and from this Child, one of the *Albion* halves, gained possession and eluding his opponents gained the first try; but the attempt at improvement was a failure. Still keeping up the pressure the Navy team swarmed around their opponent's line and a try resulted from a general rush to the line, but the goal kick again missed fire. The club dropped out from the twenty-five line but with their forwards hopelessly beaten were unable to make headway against their opponents and when occasionally a little spirit flattered the hopes of their supporters, the *Albion* full back, Corsar, duly accounted for them with a dodgy run finished with a nicely judged kick into touch. The relative positions of the two teams at this stage of the game may be fairly judged by the fact that Corsar seemed to be occasionally attempting not only to stop occasional efforts on the part of his opponents, but was making creditable efforts to score himself. After the home line had sustained some narrow escapes from a fall the home full-back, gathering from a kick by an opponent, attempted to kick out close to his own line and, being hustled, missed his kick leaving Child an opening for an easy score, and the resulting goal kick again being a failure, this left the *Albion* team three tries to the good. From a scrimmage in their opponent's territory the *Albion* forwards heeling out cleanly, put the leather in the hands of the halves, and Child again crossed his opponents' line and again the attempt at goal was a failure. Still holding their opponent's pinned in their own ground, the *Albion* forwards gave their three-quarters all the opportunities that the hungry stomachs of the three-quarters could desire, and at last the three-quarters, getting on the move in a good passing run, they left Warren to kick, and this time the goal kick was a success.

and this time the goal kick was a success, leaving the *Albion* team 1 goal 4 tries to the good. Still keeping up the pressure, the *Albion* team had hard lines on several occasions in not scoring, whilst the home team did not once flatter their supporters' hopes, and in the very last stage of the game a good passing run, finished up by Hardman-Jones getting in near the corner, and the attempt at goal, though a good one from the position, not quite succeeding, and the whistle, blowing for time, left score—

H.M.S. *Albion* 1 goal to 5 tries 20 points.

H. K. Club Nil.
H. K. C. 1st: G. B. Macdonald, back; W. R. Robinson, Chubb, Lt. Richards, and R. A. Whitmore, three-quarters; J. P. Jordan and A. B. de Veuille halves; E. R. Hallifax, H. E. Rowley, L. Rogers, H. C. H. Newman, W. A. Craik, H. F. Hard and Jernain forwards.

H. M. S. *Albion*: Corsar, back; Royle, Warren, McCleod, and Hargreaves, three-quarters; Blackwood and Child, halves; Doyle, Hughes, Boxer, Hallifax, Lavard, Hardman-Jones, H. L. Jones and Danby, forwards.
This was a game in which the home team did not shine to advantage. Taking into consideration the fact that three or four of their regular players were absent, and that they were a man short in the scrum, this does not account for their becoming the disorganised team they were particularly in the second half, especially considering that the substitutes ably filled their posts. Had their opponents made any fair show, in their three quarter line in the earlier stages of the game, one trembles to think what the state of the score sheet would have been at the end, and the Club may congratulate themselves on getting off unscathed. Their full back, with a beaten team in front of him, stuck in manfully, and must not be blamed for the score against him. At three quarter they were all at sixes and sevens, and what few chances of scoring came in their way came to nothing, though in defensive work Chambers showed to advantage. Their half-backs, playing behind forwards, who were "not in it" could do nothing but attempt to break up their opponent's backs, and in the earlier stages of the game they, particularly Jordan, were fairly successful. The Club forwards were overplayed right through, and had not the slightest control of the ball in the scrimmage. Corsar, the *Albion* full-back, played his usual game, and better cannot be said. During the latter half he gave up kicking and treated us to some fine dodgy runs, and was altogether the best man on the field. At three quarter the *Albion* possess some "hippy" men with "score" written all over them, but they are too slow in parting with the ball, and throw chance after chance away owing to this selfishness. In the closing stages, they treated the spectators to some nice passing bouts and, with more practice in this department, would be a dangerous quartette. Their half-backs had all their own way around the scrimmage, and one of them accounted for three of the tries scored. At forward they are an active lot in the loose, and certainly know how to get the ball out of the scrimmage, and not only know how, but did it, and if their exertions had been followed through the score would have assumed alarming proportions.

TOUCH JUDGE.

ANGLO-CHINESE SCHOOLS.

PRIZE PRESENTATION.

H. E. Mr. F. H. May, C.M.G., attended at Wanchai School to-day and presented the prizes to scholars of the Anglo-Chinese District Government Schools. He was accompanied by Mr. R. A. B. Ponsby (private secretary), and there were also present Messrs. E. A. Irving, A. O. Brown, C. N. S. Cooper, W. H. Williams, (head master, Saiyungpun school), W. Curwen (head master, Yau-mai school) and Yung Hee (head master, Wanchai school).

After a recitation by pupils of the Saiyungpun school, Mr. Irving read the annual report upon the progress of the schools during the past year. He pointed out that the three schools were in existence in 1901 as free schools, and gave elementary instruction in English and Chinese to the children in the neighbourhood. The same Chinese masters were now doing excellent work, although the methods employed, which were general in Europe and America, were revolutionary in the annals of Hongkong. Under the same roof as the English classes were vernacular classes, in which a sort of education was given, but very few of the boys knew the meaning of what they learned by heart. And if the boys did not learn their own language they did not learn English. They learned three or four school readers almost by heart. That was in the past, but a different system was now in vogue. The organisation of the schools was entirely remodelled under English masters, and the results of the last examination showed a vast improvement. In elementary geography the same improvement was shown, and the arithmetic done by the first year boys was exceedingly good. Composition, however, was weak, but colloquial English showed great advancement, and the senior boys talked English "as Wellington did French," according to a saying of Napoleon, courageously. The standard of Chinese language attained in the schools was very moderate, that of Saiyungpun being the best of the three. Mr. Irving dealt with the question of teaching simple English thoroughly, as if English was to be the tool for further learning, then the tool must be well forged, and ready to hand before good work could be expected. It was also proposed to admit no boy to the school without some knowledge of the character of his own language, and then to dispose and improve that knowledge so that the student may be able to use it for practical purposes. In the upper schools frequent translations from English to Chinese and from Chinese to English will be insisted upon.

H. E. Mr. F. H. May then presented the prizes, and afterwards said:—Mr. Irving, ladies and gentlemen. Mr. Irving has told you that to-day marks the first stage in an experiment. It is an experiment and a very important one. I think not only educational interests in the Colony, but also to the commercial interests of this emporium of trade. When I came out as Colonial Secretary in 1902 one of the first pieces of work that fell to my lot was to see how far and in what manner the recommendations of a very important Commission, the Commission on Education, might be adopted. That is to say, I had to advise the Governor for the time being, as far as my ability enabled me, as to what changes should be made and what changes should not be made. After a very great deal of correspondence with the Home authorities and others various changes were decided upon, and one of the most important of them was the reorganisation of the Anglo-Chinese schools. To-day we have the first fruits of that reorganisation, and I think all those who are interested in education in the Colony must have heard and will no doubt read in the newspapers with a great deal of pleasure the satisfactory report which the Inspector of Schools has just read, and I would like, before

going further, to congratulate the master of the District Schools, and the Chinese masters working under them upon the very good work which they have already accomplished. What we want in Hongkong are Chinese who know the English language, and also—let me once more emphasise it—who know their own language. I have had occasion before now to state that, in my experience, which has been a considerable one in various Government offices, one of the difficulties in carrying on business in these offices, and it must also be found to be a difficulty in commercial firms, is a want of clerks who know their own language as well as knowing some English. As we have heard in the report, English is being taught in these District Schools on a different system to what has been done in the past, and I may say that I thoroughly endorse that system. It is the system that is in use at home in teaching all modern languages, and I do not think there is any question about it that it is the best way of learning a living language. I have, before to-day, had occasion to visit the District Schools and see them actually at work, and I must say that I have been much struck by the progress made by the student in colloquial English. The masters appear to me to teach them in a most intelligent manner, and what is very pleasing is to see that the students appreciate the efforts being made by their masters. As far as I can judge they seem to enter into the spirit of the new method of teaching and to render on their part the task of the master more easy. I have heard it said that it is no use trying to get Chinese boys to talk, because they will not talk. I must say that in my visits to the District schools I have found that they were quite ready to talk (appause). I have had an opportunity of seeing some of the examination papers that were set at the recent examination by the Inspector of Schools, and I have taken special interest in the translation work from English to Chinese, because that was a test of the progress made in the other department of education to which I referred. That is the teaching of the Chinese language. I regret to say that the progress in that direction is not so satisfactory, but I hope that a recent change I have sanctioned, by which three vernacular schools have been closed and the masters transferred to the District Schools to teach the Chinese language there, may have a beneficial effect. If it has not—and we shall be able to learn by before the next distribution of prizes whether the change has been fruitful of success—then, all I can say is that some other measures must be taken. Of one thing I, myself, am determined, and that is that, as far as I can do it, I will have the Chinese boys in the District Schools get a sound education in their own language. I will ask you boys to remember this. I am more or less an employer of labour; at least I am an official who has a good deal to say in the selection, appointment and promotion of Chinese clerks in the Government service. I have also many friends in the commercial world in this Colony, and I can tell you that it is not enough for you to know English only. If you want to be successful, and if you want to make a good income, I do not care whether it is under the Government or under some large mercantile firm, you must know Chinese as well. I think all who have heard the recitations to-day will have been very pleased with them, and I think I may express the prophecy that there is one boy if he goes on as he has begun, at least one, when he comes to be a man, will be a very useful member of society. I am told he is only nine years of age, and I believe that is about eight years in Chinese. When he is 80 he may be Viceroy of a province or a good official in this Colony (applause).

Mr. W. H. Williams, on behalf of the staff and the boys of the District Schools, thanked H. E. for distributing the prizes and for his address to the boys. He also thanked the ladies for their presence and the Inspector of Schools for his report, and concluded by observing that the awards were presented by the Government.

After the boys had cheered H. E., the King, and their month's holiday, the proceedings terminated.

THE HANKOW-CANTON RAILWAY.

The *Times* Shanghai correspondent, writing on 29th December, says:—I learn on trustworthy authority that as the result of conflicting views between the American and Belgian interests since the commencement of work on the Hankow-Canton Railway, those interests are about to be separated, the railway being divided into two sections. The Belgians will control the northern, the American the southern. Negotiations on this basis have been proceeding for some time past, and are now stated to be practically concluded between Colonel Thys and New York. The details are not disclosed, nor is it known whether the Chinese Government will acquiesce in the arrangement, which is opposed to the terms of the Washington contract of 1898.

The position of affairs affords an instructive object lesson as to the results of the Anglo-American policy, which, failing to recognise the vital importance of the construction and control of railways in China on the commerce of the future, is content to leave private *ad hoc* assistance initiative to compete against State-assisted Continental undertakings, whose objects are obviously political.

SHIPPING AND MAILS.

MAILS DUE.
German (*Sachsen*) to-morrow.
American (*Siberia*) to-morrow.
Indian (*Suisse*) 3rd inst.
German (*Seydlitz*) 4th inst.
Australian (*Changsha*) 5th inst.
Tacoma (*Tacoma*) 11th inst.
American (*Copli*) 12th inst.
Canadian (*Empress of Japan*) 15th inst.

The P. & O. S. N. Co.'s s.s. *Borneo* left Singapore for this port on 30th ult., at 6 a.m.
The C. N. Co.'s s.s. *Kaifong* left Manila on 30th ult., and is expected to arrive here on 2nd prox.

The C. N. Co.'s s.s. *Wuchung* left Hilo on 30th ult., and is expected to arrive here on 3rd inst.

The s.s. *Margat* left Singapore for Hongkong via Manila on 30th ult.

The P. M. S. S. Co.'s s.s. *Siberia* with mail, &c., left Shanghai for this port yesterday, at midnight.

The Imperial German Mail s.s. *Sachsen* left Shanghai on Saturday, at 10 a.m., and may be expected here this evening.

The N. Y. K. s.s. *Aki Maru* (American Line) left Shanghai for this port on 1st inst., and is expected to arrive here on 4th inst.

The H. A. L. s.s. *Andalusia* from Hamburg, left Singapore for this port on 31st ult., and may be expected here on 7th inst.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

THE CRISIS.

RUSSIA HAS NOT REPLIED.

SITUATION STILL UNCERTAIN.

(From Our Own Correspondent.)

YOKOHAMA, 1st February, 12 noon.

The recent statement by the *Daily Graphic* to the effect that Russia's reply has been officially communicated to the Japanese Minister in St. Petersburg is totally discredited here. It is stated, on excellent authority, that the Note is expected in Tokio at the latest about the 5th instant.

RUSSIA STILL PROCRASTINATES.

OUTLOOK OMINOUS.

Information has been received stating that the expected Russian reply make several minor concessions, but is caught in a procrastinating sense with regard to the major demands made by the Japanese Government.

FUN AT THE THEATRE ROYAL.

FREAR'S FRIVOLITIES.

The audience at the City Hall on Saturday evening was one of the biggest on record and the Hongkong public who attended the Theatre Royal in the hope of passing an enjoyable evening were not disappointed in their expectations. Mr. Freear undoubtedly proved himself worthy of the excellent reputation he has gained in his world-wide travels, and the marvellous manner in which he personified the numerous characters filled his lightning changes and ready flow of mordant wit were a source of astonishment and delight to all present. The evening opened with an imitation of the funny man of the Christy minstrels, the actor giving some excellent examples of negro jokes and coon singing and dancing. A wave of hilarity ran through the house almost as soon as the curtain rose, and the spectators were kept in a vein of good humor till the end of the performance. After personifying a London costermonger, an Irishman, Scotchman and a Frenchman, and giving songs and dances appropriate to each of these characters, Mr. Freear gave side-splitting burlesques of *The Village Blacksmith* and *The Charge of the Light Brigade*, besides a most comical imitation of a Temperance Lecture. He filled two feminine rôles, coming on as *Madame Oyster Patti*, a very funny imitation of a fashionable conceited singer, and also appeared as Miss Minnie Palmer, in her well known and popular song, *I'm so shy*; this last creation being greeted with a roar of applause by the crowded audience. Mr. Freear is a splendid comedian, his infatigable activity is a source of astonishment to onlookers, and every compliment is due to him for the fact that he succeeds in thoroughly entertaining his patrons without a suspicion of coarseness or vulgarly slipping into his repertoire. The performance concluded with a bioscope exhibition by Mr. Rechemanec. This evening, Mr. Freear will put on an entirely new programme. It is announced that H. E. the Officer Administering the Government will attend.

THE COOLIE TRAFFIC.

TO HOKUO.

At the Supreme Court this morning, before the Puisne Judge, Mr. A. G. Wise, Li Shek Pang, a trader, of 115 Wing Lok Street, proceeded against Yung Chi Hoi, trader, of 9, Queen's Road Central and Pun Tso Yang, trader, of 90, Connaught Road West to recover from the former, as charterer, under and from the latter as guarantor of a charter party, dated 13th June last, the sum of \$1050.22, being balance of money due for the charter of the s.s. *Emma Lykes*. For the purpose of bringing the claim within the summary jurisdiction of the Court plaintiff reduced it to \$1000.

Mr. H. V. Looker (Messrs. Deacon, Looker and Deacon) appeared on behalf of the plaintiff and Mr. E. J. Grist (Messrs. Wilkinson and Grist) represented defendants.

Mr. Looker explained that plaintiff was the owner or charterer of steamers, and sub-let them to various persons. Amongst others he sub-chartered the s.s. *Emma Lykes* to the defendant for the purpose of carrying passengers from Hoihow to Singapore, and a charter party was entered into and it was upon that that the plaintiff was suing.

Mr. Grist said he could not admit it was a charter in any shape or form; but was willing to admit the document.

Mr. Looker observed it related to the agreement under which the *Emma Lykes* was to be hired, chartered, or taken by the defendant, and was to the effect that, however small a number of passengers was carried defendant had to pay for 650, unless by the regulations enforced at Hoihow she was unable to carry that number. It was obvious a body would charter the steamer to receive remuneration according to the number of passengers carried, because in many instances, steamers would have to be sent to Singapore and Hoihow for a very few hundred dollars. According to the Hongkong passenger license, the *Emma Lykes* could carry 733 passengers altogether, and according to the emigration license, she could carry 1,000.

Mr. Grist, interrupting, remarked that nothing would turn on that point. There was no doubt that 650 passengers could be carried. Mr. Looker observed that the case, as framed, was to pay for 650 passengers, whether they went or not, or whether he was to pay for the actual number aboard.

Evidence was given, and His Lordship gave judgment for defendant with costs.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

TELEGRAMS.

(Ruter's.)

Russia and Japan.

LONDON, 29th January.

The *Daily Graphic* states that, in spite of yesterday evening's telegrams from St. Petersburg, it is able to positively affirm that Russia's reply was completed on Wednesday and approved of by the Tsar. Though not yet despatched, the substance of the reply has been communicated to the Japanese Minister in St. Petersburg, who has telegraphed it to his government, by whom it was conveyed to the friendly Powers yesterday. The reply is courteously worded but absolutely refuses to re-insert the word "China," previously struck out of the clause in the draft treaty by which Russia and Japan agree to respect the integrity of China and Korea. It is anticipated that the official presentation of the reply will be followed by the withdrawal of the Minister from St. Petersburg, and a notification from Japan that she has no alternative but to take up arms in defence of her interests.

LATER.

It is announced in St. Petersburg that Russia's reply to Japan will not be transmitted until next week owing to the great care that is necessary for its completion.

It is known that both Russia and Japan have, within the last fortnight, officially communicated to the Powers a statement of their positions regarding some of the points at issue.

30th January.

The *Graphic* adheres to its statements in spite of numerous statements emanating from St. Petersburg, that an early settlement is expected.

(N. C. D. News.)

The Impending War.

THE EMPLOYMENT OF THE PRIVATE RAILWAYS.

Tokio, 25th January.

An Imperial ordinance is published in the *Official Gazette* to day with reference to the military employment of the private railways. It specifies the facilities required and the tariff to be observed for the use of these railways for military transportation.

The Koreans Veering to Japan.

Tokio, 25th January.

Despite the trickery of Russia, a wind favourable to Japan is now blowing at Seoul, the Korean statesmen feeling confidence in Japan's sincerity.

The Activity of Russia in Southern Manchuria.

Tokio, 25th January.

Russia is likely to re-occupy the Chinese railway outside the Great Wall in the event of hostilities.

She is laying new lines of telegraph from Tatungku, on the Yalu, in the direction of Moukden, also between Moukden and Tungku.

Peking, 25th January.

Eighty Russian soldiers arrived at Koupang-tze station on the 22nd from Hsinmingun. Their object is unknown.

Tungkuo is on the high road from the Yalu to Liaoyang, from which it is distant some thirty miles. Koupang-tze is a station at the junction where the line to Hsinmingun branches off from Shanhaikuan-Newchwang line.—Ed.

The Provision of the Funds Required.

Tokio, 25th January.

Counts Matsukata and Inoue, former Ministers of Finance, and Baron Sone, the present Minister, were received in audience by the Emperor this afternoon, who asked their co-operation regarding the important financial programme which is to deal with the present contingency.

Tokio, 26th January.

There was a conference of the Elder Statesmen and the principal Ministers this afternoon at the residence of the Premier, Count Katsura, to arrange the financial programme.

(Der Ostasiatische Lloyd.)

Obituary.

Berlin, 25th January.

Duke Frederick of Anhalt is dead; aged 72.

Japan and Russia.

The Russian reply has not yet been delivered. Confidence is increasing here that all Japanese demands will be satisfied by Russia and that consequently Japan will be able to avoid a war. In this case, the political future of both Korea and Manchuria would be safeguarded by the firm position taken by Japan.

Troubles in German Southwest Africa.

It is reported from Windhoek that the troops suffered heavy losses in their actions against the rebels. The attempt to relieve the threatened stations has so far been vain. Several farmers and their families have been murdered.

Bulgaria and Turkey.

PREPARING FOR WAR.

A new Turkish Bulgarian tension is apparent. Bulgaria is openly preparing for war in the spring. Turkey has in the meantime asked Russia and Austria for help.

King Leopold in Germany.

King Leopold of Belgium is here, a guest of H. M. the Kaiser. His visit is an act of personal courtesy, and not prompted, as stated elsewhere by the wish, to win the Kaiser for some anti-British agreement with regard to the Congo Free State.

Large Fire in Norway.

Alexand in Norway has been totally destroyed by fire. Many thousands of people are homeless. H. M. the Kaiser ordered the cruiser *Prinz Heinrich* to assist the helpless. The Hamburg-America-Line and the Norddeutsche Lloyd have also sent ships there to help.

The Insurance Companies in Japan.

Yokohama, 26th January.

The term within which the foreign insurance companies had to give bonds expires at the end of this month. Nearly all the companies refused to give the required bonds and declared they will withdraw from Japan. The Foreign Ministers have protested to the Japanese Government. It is learned from reliable sources that the Japanese Government will not insist in their demands and it is thought that it will be quietly settled so that the Insurance Companies will remain in Japan.

VICTORIA RECREATION CLUB.

SCULLING RACES.

Three excellent scratch-events took place on Saturday afternoon before a big gathering of interested spectators. Everything went off without the slightest hitch and the weather was all that could be desired for the occasion. Mr. R. W. Mitchell, a well known sculler, was the time-keeper and Mr. W. W. Mitchell, a well known sculler, was the referee. The races were three events, two for four-oared and one for double-oared.

FIRST RACE.

1. *Leek*—H. G. Austen, H. Loureiro, H. Rapp, and A. J. V. Ribeiro.
2. *Shamrock*—A. Humphreys, J. J. Watson, W. Grogan, and J. H. Selth.
3. *Korblane*—G. A. S. Alves, F. P. Musso, F. de la Silva and A. E. Asger.
Shamrock took the lead from the first, but when about two-thirds of the course had been covered the *Leek* crew put on a pile did spur, crept past their competitor, maintained their advantage and came in first by a good length. Time 8 min. Mr. Frank Lammett steered the winning crew.

SECOND RACE.

1. *Leek*—S. M. Gidley, H. J. W. Gidley, A. Marty, and E. Humphreys.
2. *Shamrock*—F. K. Tata, L. A. Mueso, J. Cruickshank, and J. M. Roza Pereira.
3. *Rose*—G. W. Mitchell, L. E. J. Ammer, W. F. Andrews, and S. R. Moore.
4. *For Blime*—H. S. Roza, F. M. Roza Pereira, C. Humphreys and M. H. Alves.
The *Leek* crew easily proved their superiority and though the *Shamrock* made a bid for the first place Gidley's crew came in first, leading by two lengths. Time 9 min. 15 sec. Frank Lammett was again the cox of the winning boat.

THIRD RACE.

This was a double-oared competition for which there were three entries. Wiche's boat came in first by a length and a half. Time 3 min. 40 sec.

At the conclusion of the meeting the prizes were presented to the winners by Mr. A. Chapman, president of the Club. He made a short speech, saying that he was very pleased to see the interest that was being taken in these sculling races, and stated he understood that there would be another meeting in March. (Applause.)

The proceedings ended with three cheers, and a "tiger" for the resident.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by correspondents in this column.)

CHINA NEW YEAR.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."—SIR,—The Chinese New Year is approaching and I hear that we shall have the same old trouble in regard to Bank Holidays. Last year we had only one day. In Shanghai it was the 1st of the New Year, and in Hongkong it was the 2nd, and in Singapore it was the 3rd; and why, may I ask, Mr. Editor, shall we have only one day? Practically no business is done by the Chinese on the first four or five days of the New Year. I appeal to the Government, to the Chamber of Commerce and to the Bank Managers to think over this matter and at least give us three Bank Holidays. Mr. Editor, in this killing climate are we not short of holidays?—Yours faithfully,

Hongkong, February 1st, 1904.

THE CANTON PLACARDS.

"KILL ALL THE FOREIGNERS."

Our Canton correspondent forwards us the following translation of the incendiary placards posted all over the Southern Capital during the night of the 29th ultimo and concerning which a telegram appeared in our columns on Saturday:—"Since Shan Kuan (the Governor) has arrived at Canton we poor men have become more miserable each day. He said, when he came, that he would lighten our burden of taxation, but instead he has increased our charges. Must we ask for help from our foreign masters? The Viceroy has allowed the exportation of rice to continue. Owing to this, food is dearer and we have become so poor that now we are completely destitute. All that remains for us to do is to rise and slay the foreign worms. We must kill them all so that not one will remain alive in Shamien. This must we do to help the men of the Kwang Province. We have fixed the 19th day of the present moon for the rising. Those who are wise will certainly join us. At the date appointed we shall dispatch an army to attack Shamien, and all the foreigners shall be slaughtered. Not even a blade of grass shall be left there. Why do the foreign men come among we brothers of the Kwangtung? Their presence here fills us all with anger and we hate them to the utmost." (Signed) "THE LOYAL SUBJECTS"

DANCE AT THE R.A.O.B. CLUB.

The members of King Edward VII Lodge R.A.O.B. gave a very successful dance on Saturday night at their Club Rooms, which were prettily decorated for the occasion with flags and ferns. At each end of the ball room, large portraits of the King and Queen were displayed, while a photo of the Grand Secretary, Sir Wilson Marsh, Grand Lodge of England, occupied a prominent position. Over one hundred members and friends attended and dancing was kept up until midnight, a special launch conveying Kowloon residents from Blue Buildings pier at 12.30. The committee are certainly to be congratulated upon the results of their efforts, as they all worked their hardest to make every one at home. The same may be said of the members upon having such a painstaking and hard working committee. The "Royal Antidivulian" order of Buffaloes has only two Lodges in China, one here and a very flourishing one in Shanghai.

COMMERCIAL.

S'anghai advices of 27th ult report business done:—Shanghai and Hongkong Wharfs at Tls. 200. Indo-China at Tls 514 for January. Farnham Boats at Tls. 124 each, and Tls. 128 for April. Internationals at Tls. 25. Chinese Engineering & Mining Co. at Tls. 580 B.S. Maatschappij at Tls. 297. Hall and Holtz at Tls. 33. Flours at Tls. 5. N.I. Colonies at Tls. 14.

RAUBS.

"Finance" writes to the *F. S. Press* as follows:—Raub's keep very steady, last business being done at \$7, with a few more sellers. The monthly returns still give a steady \$ dwts, and show a profit on working of roughly \$8,000 or \$9,000. This is of course useless for dividend purposes, but should materially assist in the further development, and combined with the prospective Government assistance should enable the new 1,000 ft. shaft to be well put through, the results of which will be most interesting to all concerned.

RAUB AUSTRALIAN G. M. CO.

General Manager's Report for 4 weeks ending Jan. 2, 1904.
The mine measurements and assay results of prospecting work, prepared by the mine manager, show a total of 203 ft. for the period (4 weeks) under review; made up of: 11 ft. sinking, 27 ft. driving, and 125 ft. crosscutting as against a total of 128 ft. for the previous four weeks.

MINES.

New Main Shaft.—Work here is now suspended awaiting arrival of sinking pump and completion of contract with the Government.

BUKIT KOMAN.

340 Level, South.—This has been driven to 10 ft., making a total of 227 ft. south of shaft. The end, which is much harder, contains a lode 26 in. wide, assaying 6 dwts.

330 Level, South.—Crosscut to No. 2 Winze from No. 3 Level.—We have advanced 17 ft. and connection with the winze is expected in a few days.

340 Level, North.—To this end has been added 17 ft., making a total of 188 ft.—The lode is 51 in. and assays 2 dwts. The footwall portion is being stopped down behind the drive and is showing a lode 9 ft. in total width.

210 Level, South.—No. 3 Winze. This has been sunk 19 ft., making a total depth of 32 ft. The lode averaged for the month 41 in. in width and 10 dwts. in value, but at this date its width is 6 ft., and it is a stronger looking lode than any that has before been met with on this level so far South.

240 Level, North.—No. 2 Winze. Here we have sunk 22 ft., bringing the total depth to 24 ft. The lode is 48 in. wide and assays 6 dwts. It is slightly mixed with slate, and the footwall portion has not yet been thoroughly cut through.

140 Level, South, No. 3 Winze. Sinking from North Drive. This was started during the month, 10 ft. has been sunk. The lode 50 in. wide, assays 9 dwts. This work is on the hanging-wall lode, which, because of its many changes, has incurred much labour.

140, North.—108 ft. of crosscutting for slope filling has been done, part of which has been rendered necessary by unusually heavy rains preventing the surface waste from being passed into the mine.

Stopes.—The following stopes are in operation:—above the 140 level: 2 stopes; lode 74 in. wide and worth 21 dwts.
240 level: 3 stopes; lode 76 in. wide and worth 8 dwts.
Intermediate level (200 ft.): 3 stopes; lode 71 in. wide and worth 8 dwts.
140 level North: 2 stopes; lode 50 in. wide and worth 10 dwts.

BUKIT HITAM.

Stopes above the 260 ft. level: 2; lode 25 in. wide and worth 9 dwts.

GENERAL.

Plant and machinery have with constant attention continued as usual, but owing to the excessive rain they have been under considerable strain. The foundations of the electric hoist are complete, and the concrete foundations for the pumping gear are in hand. The roadmaking operations of the Public Works Department have almost succeeded in cutting us off from all our wood supplies, and, but for the old tramway, no goods could have reached us from outside. Separate milling return and cost sheet accompany this.

Stamps working.—40.
Period of work—28 days less lost time 2.2 days (52 hr. 41 min.) of which 5 min. was due to Sempang, and remainder to clean up and mill repairs.

Ore milled.—Koman 2,745 tons Hiam 145 tons, total 2,890 tons.
Mill duty.—2.8 tons per stamp per 24 hrs.
Amalgam yield.—2,304 oz. giving 7314 oz. melted gold = 31.75%.

Bullion yield.—5.06 dwts. per ton milled = 78.45% of contents.
Bullion fineness.—922 average.

Mercury loss.—4.67 lb. per 100 tons milled = 2.07 oz. per oz. bullion.

Tailings.—Assays 1.30 dwts. per ton = 21.55% of contents.
Remarks.—Still only one crusher working.

ESTIMATED COST FOR 4 WEEKS ENDING 2 JAN., 1904.

European Salaries	4,465.00
Development	1,496.50
Overhauling	55.14
Insurance	5,554.65
Wages	9,468.88
Timber, fuel, oil, charcoal	172.55
Sundries	1,456.00
Royalty	2,736.12
Stores	4,305.07
	\$20,779.43

Cost per ton \$7.10, 231 dwts.
Expenditure on Capital account
Plant and machinery 1,527.87
Buildings 55.14
New main shaft 2,501.38
84,522.39

C. G. WATKINS LOCK,

General Manager.

FREIGHT.

Messrs. Lamke and Rogge, writing under today's date, state:—

The better feeling which pervaded the freight market a fortnight ago has continued; business remains steady, with rather more activity and up to the time of writing a fair amount of chartering has come to pass.

Recent advices from Saigon have it that rice is coming in more freely now and the local market having gone up considerably of late, owing chiefly to a fair demand for Japan, chartering would seem to have become practicable at rates which leave a reasonable margin. A couple of charters effected about a week ago were drawn at the improved rates of 12/13 cents per picul, but since then higher quotations have been received continuously and quite recently tonnage is wanted at as high as 20 cents per picul, one fixture being reported at that rate. Whether this sudden and rather unexpected change for the better will continue is of course an open question, but it is anyhow strengthened the market considerably and in face of further inquiries from various quarters, the general outlook is much better than an isolated some time ago.

The Saigon Philippine trade has been a bit quieter and negotiations for tonnage have not led up to much business. Some forward chartering is said to have been done at 28/29 cents per picul, but details have not transpired. For Java ports, chartering does not appear practicable at present as grain can be imported comparatively cheaper from Bangkok.

For Japan, a charter is reported at 35 cents per picul, March delivery at Saigon.

From Java to this a good demand is existing at 30 cents per picul dry an 15 cent per picul wet sugar and several fixtures are reported.

Coal rates from Japan ports have continued to advance, business having come to pass at \$2 per ton for this port and, towards the close an even better figure might be obtained for prompt arrivals.

For Singapore, \$2.25 has been paid and the same rate has been accepted by a small carrier for Swatow. For Manila, a charter is reported at \$3.40 per ton and more tonnage is likely to be wanted for Philippine ports.

A fair business has been transacted on monthly terms and there is good prospect now for further transactions in the near future, and it is generally expected, at enhanced rates.

Sill Freight.—The charter is reported of a handy sized sailer for Calao.

There is no demand in other directions. Sail Tonnage loading or to load. For Calao—Italian bark *Lothar*, arrived 12th January.

British bark *Algoa Bay* to arrive from Hongkong. Disengaged.—British ship *Palgrave*, 3,078 tons net reg. Departures:—Nil.

FINANCE.

A correspondent, writing to the *Singapore Free Press* on 22nd ult., says:—

The course of exchange since the beginning of the year finishes at date at about the commencing level, viz., 1/10, but during the three weeks, owing to Indian buying, has been as high as 1/10 9-16ths, and consequent on the cessation of strong buying has now eased off to 1/10 again.

With reference to this it is interesting to note the Market Report received last mail, of one of the London "Metal Kings," who stated that 5,000,000 Mexicans from this part of the world were lying in London probably to be converted into bars, and he therefore expected an easy ruling in the price. On the contrary the price has slowly risen subsequently, but exchange having risen in parity, there is still no inducement to shipments, as it can only be done at a loss of about 3-16ths, per dollar to day. Heavy shipments are however taking place to Chinese ports, some of which must surely be in anticipation of war up north, as Japan has heavy payments to make to China for rice, corn and other warlike provisions. Should war become an actuality rates of exchange should harden, as notwithstanding Japan being a gold country, she will require large amounts of silver to pay troops, and buy from China, and other Eastern states, more especially will this be so if China join cause with Japan, and the tone of Japan's last note makes such a junction of forces more than a possibility.

TO-DAY'S EXCHANGE.

Selling.	
London—Bank T.T.	1/9 1/2
Do. demand	1/9 13/16
Do. 4 months' sight	1/10 1/16
France—Bank T.T.	2.28
America—Bank T.T.	44
Germany—Bank T.T.	1.85 1/2
India T.T.	1.34 1/2
Do. demand	1.34 1/2
Shanghai—Bank T.T.	Nominal
Japan—Bank T.T.	Nominal
Singapore—Bank T.T.	Nominal
Java—Bank T.T.	109 1/2

Buying.	
4 months' sight L/C	1/10 3/16
6 months' sight L/C	1/10 5/16
30 days' sight San Francisco & New York	44 1/2
4 months' sight do.	45 1/2
30 days' sight Sydney and Melbourne	1/10 7/16
4 months' sight France	2.32
6 months' sight do.	2.33 1/2
4 months' sight Germany	1.89 1/2
Far Silver	25 1/2
Bank of England rate	4 1/2

To-day's quotations are as follows:—

	Per cent
Malwa New	900/910
" Last Year	950/1,000
" (Oldest)	1,030/1,100
Jatna New	1,310
Hennas New	1,360
Persian Paper	870/930

TO-DAY'S ADVERTISEMENTS.

WANTED.

SITUATION by a YOUNG EUROPEAN with Bank Experience and a Good Knowledge of English, French and Spanish Languages.

Apply to—"X.Y.Z."

C/o This Paper.

Hongkong, 1st February, 1904.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER HAMBURG-AMERIKA LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"SEYDLITZ," of the NORDDEUTSCHER LLOYD, Captain C. Dewers, due here with the outward German Mail about THURSDAY will leave for the above places about 12/24 hours after arrival.

NORDDEUTSCHER LLOYD. For further particulars, apply to MELCHERS & CO., Agents.

Hongkong, 1st February, 1904.

FOR YOKOHAMA AND KOBE.

THE Steamship "ANDALUSIA," Captain G. Schmidt, will be despatched for the above Ports, on WEDNESDAY, the 10th instant, at Daylight.

For Freight, apply to HAMBURG-AMERIKA LINE, Hongkong Office.

Hongkong, 1st February, 1904.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—From Australia, ex S.S. *Arctadia*.From London, ex S.S. *Victoria*.From Calcutta, ex S.S. *Sumatra*.From Persian Gulf, ex S.S. *1. S. N. and B. P. S. N. Co.'s Steamers*.

Optional Goods will be landed here unless instructions are given to the contrary before 9 A.M., TO-DAY.

Goods not cleared by the 6th February, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

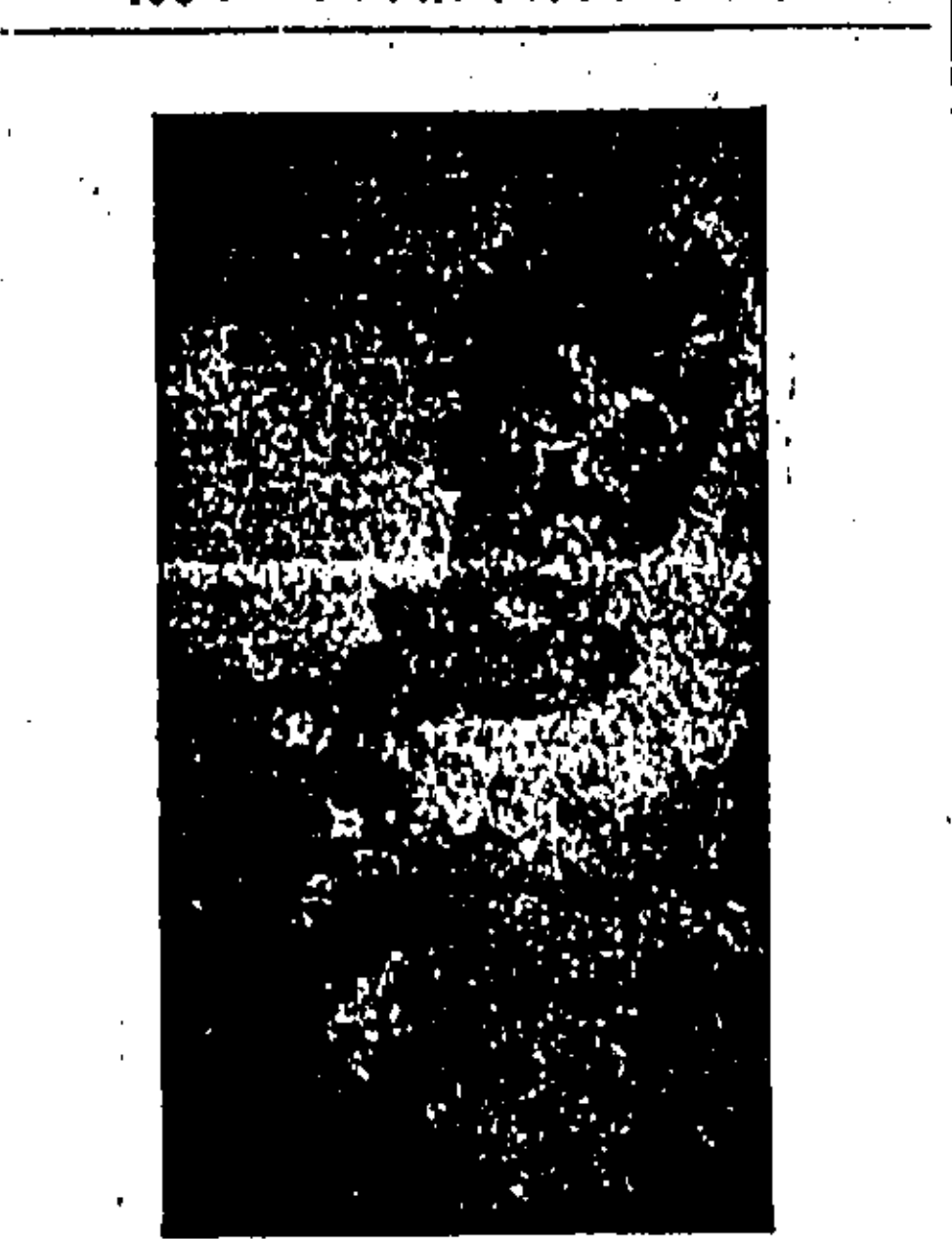
All Claims must be presented within ten days of the steamer's arrival here after which day they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 31st January, 1904.

To-day's Advertisements.



THEATRE ROYAL CITY HALL.

ENORMOUS SUCCESS
IN HIS WORLD-FAMOUS
"FRIVOLITIES."

THE CROWDED HOUSE SHOOK
WITH LAUGHTER
ON SATURDAY NIGHT.
SCREAMS, ROARS, YELLS,
for over 2 hours.

SEVERAL NEW ACTS TO-NIGHT.
LAST NIGHT.

In the presence of H.E. the Administrator and the Elite of Hongkong.

Book your Seats at the ROBINSON PIANO Co. or you may find Standing Room only as on Saturday Night.

Voted by all to be absolutely the most Unique and Exhilarating Entertainment before the public.

Such laughter has not been heard in Hongkong since Frear's last visit to years ago.

He is the annihilator of Dull Care and Purveyor of Laughter to Crowned Heads, Princes, Rajas, Pashas, Governors, and General Public in all parts of the World.

Hongkong, 1st February, 1904.

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUR
GLASGOW and LIVERPOOL	"GLAUCUS"	On 3rd February.
GLASGOW and LIVERPOOL	"PAKLING"	On 12th February.
GLASGOW and LIVERPOOL	"IDOMENEUS"	On 20th February.
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 22nd February.
GLASGOW and LIVERPOOL	"MELEAUS"	On 27th February.
GLASGOW and LIVERPOOL	"RHIPUS"	On 4th March.
GLASGOW and LIVERPOOL	"TEMACHUS"	On 5th March.
GLASGOW and LIVERPOOL	"TEMACHUS"	On 12th March.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON & ANTWERP	"NESTOR"	On 6th February.
LONDON & ANTWERP	"KINTUCK"	On 16th February.
GENOA, MARSEILLES & L'POOL	"KEBUN"	On 22nd February.
LONDON & ANTWERP	"MOVINE"	On 1st March.
GENOA, MARSEILLES & L'POOL	"GLAUCUS"	On 15th March.
LONDON & ANTWERP	"PAKLING"	On 20th March.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA.	"AGAMEMNON"	On 24th February.

S.S. "PELEUS" left Victoria, B.C., on the 30th ult. for this Port via Japan.
For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 1st February, 1904.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SWATOW and SHANGHAI	"WHAMPOA"	2nd February, at 10 A.M.
MANILA	"CHILHI"	3rd "
YOKOHAMA and KOBE	"WUOHANG"	6th "
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNS- VILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	9th "
	"TSINAN"	12th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly
qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 1st February, 1904.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon midships—Electric
Light—Perfect Cuisine—Surgeon and Stewards carried.
—All the most up-to-date arrangements for comfort of
Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	SATURDAY, 6th Feb., at 10 A.M.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 13th Feb., at 10 A.M.
PERLA	1980	A. H. Notley		

For Freight or Passage, apply to

SHEWAN, TOMES & CO.
GENERAL MANAGERS.

Hongkong, 30th January, 1904.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

FOR
PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail
"INDRAPURA"	4,899	A. E. Hollingsworth	Feb. 13, 1904.
"INDRASAMHA"	5,197	W. E. Craven	Mar. 15, "
"INDRAVELLI"	4,899	R. P. Craven	

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

ALLAN CAMERON, General Agent.

TOYO KISEN KAISHA

MANILA LINE.

REGULAR SERVICE

BETWEEN HONGKONG AND
MANILA IN 48 HOURS.

Owing to the "ROSETTA-MARU" and "ROHILLA MARU" being taken
up by the Government as transports, our Manila Business is at present
temporarily suspended, but we hope to resume Regular Service with suit-
able vessels at an early date.

For Freight or Passage, apply at the Company's Office, 5, Queen's Building, Ice House
Street.

Hongkong, 29th January, 1904.

K. MATSUDA, Acting Manager.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,
From 1st January, 1904.

ALSO REDUCED FARES TO
MANILA AND RETURN.

STEAMERS fitted throughout with Electric
Light, First Class Accommodation. Un-
rivalled Table. Duly qualified Surgeon carried.
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st February, 1904. [104]

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain SAMUEL BELL SMITH.

DEPARTURES from Hongkong, on Week
Days, at 7.30 A.M.; on Excursion Sundays,
at 8.30 A.M.; from Macao, Week Days at about
2 P.M. and Sundays about 7.30 P.M.

FARE.—(Week Days) 1st Class (including
cabin and servant), \$3; Return Ticket, \$5.
2nd Class, \$1; 3rd Class, 50 cents.

On Excursion Sundays, 1st, 2nd, 3rd Class
Single Ticket, \$2; Return Ticket, \$3. Return
Ticket including Tiffin and Dinner either on
Board or at Macao Hotel, \$5. On Sundays,
\$5 extra will be charged for each cabin with
accommodations for two or more passengers.

WHARF.—At the Western end of Wing Lok
Street.

The Steamer runs an Excursion Trip EVERY
SUNDAY. It takes only 3½ hours to reach
Macao.

MING ON & CO.,
2nd Floor, No. 16, Victoria Street.
Hongkong, 5th January, 1904. [16]

STEAM TO CANTON.

THE Splendid New Steel Twin Screw
Steamer

"KWONG CHOW,"

1,474 Tons, Captain Walker, leaves HONG-
KONG for CANTON at 8.30 P.M. on SUNDAYS,
TUESDAYS and THURSDAYS, returning
to Hongkong the following days leaving
CANTON at 5 P.M. Unexcelled Accommoda-
tion for First Class Passengers. Ship lighted
throughout by Electricity.

Passage Fare, \$3 Single Journey.

Meals \$1 each.

The Company's Wharf is West of the Hong-
kong Harbour Master's Office.

SHIU ON & CO., LTD.,
No. 8, Queen's Road West.
Hongkong, 30th May, 1903. [14]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG"

Captain G. S. Weigall, will be despatched as
above, TO-MORROW, the 2nd February,
at 4 P.M.

This Steamer has Superior Accommodation
for First class Passengers, and is fitted through-
out with Electric Light.

For Freight or Passage apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 28th January, 1904. [183]

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON.

THE Steamship

"GLENLOCHY,"

Captain Stirling, will be despatched as above
TO-MORROW, the 2nd February, 1904.

For Freight, apply to

MCGREGOR BROS. & GOW,
Agents.

Hongkong, 18th January, 1904. [141]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Company's Steamship

"KUMSANG,"

Captain Buller, will be despatched as above
on WEDNESDAY, the 3rd February, at 2 P.M.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 29th January, 1904. [191]

"SHIRE" LINE.

FOR HAVRE, LONDON, ANTWERP
AND HAMBURG.

THE Company's Steamship

"RADNORSHIRE,"

Captain C. H. Burch, on or about FRIDAY,
the 5th February, 1904.

These Steamers have Superior Accommoda-
tion for Passengers.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
Agents.

Hongkong, 29th January, 1904. [111]

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL

(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1904.

ABOUT

"SIKH" 5th Feb.

"SAGAMI" 6th Feb.

"MACDUFF" 1st Mar.

For Freight and further information, apply

DODWELL & CO., LIMITED.

Hongkong, 28th January, 1904. [139]

Intimations.

TSU FAN
DENTIST.

PRICE MODERATE—CONSULTATION FREE.
Next to the Hongkong Dispensary,
50, Queen's Road, Central.
Hongkong, 5th January, 1904. [54]

THE HONGKONG
STUDIO.

HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.

PORTRAITS, GROUPS and ENLAR-
GING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS
ON HAND.

PRICE VERY MODERATE.
Hongkong, 15th September, 1903. [1]

THE WEATHER.

The following report is from Mr. F. G. Figg,
acting Director of the Hongkong Observa-
tory:—

On the 1st at 12.5 p.m. The barometer has

risen over Japan, S. China and the Philippines.

The high pressure area has moved Eastwards

and is central over the Yellow Sea.

Pressure is probably low in the China Sea to

the Westward of the Philippine Archipelago.

Gradients moderate with strong monsoon in

the Formosa Channel, rather steep with hard

monsoon over the N. part of the China Sea.

Forecast:—fresh N.E. winds; fine.

Barometer 30.22 30.13

Temperature 63 61

Humidity 72 75

Rainfall — —

CHINA COAST METEOROLOGICAL REGISTER.

February 1st, 1904, a.m.

Bar. Th. Hu. Wind Wt.

Vladivostok 7 a.m. 30.25 7 99 — 0 b

Nemuro 6 a.m. 30.03 — — — 0 b

Hakodate 6 a.m. 30.13 — — — 0 b

Tokio 6 a.m. 30.10 — — — 0 b

Kochi 6 a.m. 30.15 — — — 0 b

Nagasaki 6 a.m. 30.39 — — — 0 b

Kagoshima 6 a.m. 30.31 — — — 0 b

Oshima 6 a.m. 30.28 — — — 0 b

Naha 6 a.m. 30.25 — — — 0 b

Ishigakijima 6 a.m. 30.27 — — — 0 b

Faifoku 6 a.m. 30.18 — — — 0 b

Taichu 6 a.m. 30.15 — — — 0 b

Koshu 6 a.m. 30.14 — — — 0 b

Kesha 6 a.m. 30.19 — — — 0 b

Wakatsuki 6 a.m. 30.43 35 — — 2 b

Shanghai 6 a.m. 30.47 45 76 — — 3 b

Amoy 6 a.m. 30.30 56 75 — — 1 c

Swatow 6 a.m. 30.30 61 — — 1 b

Canton 6 a.m. 30.30 61 — — 1 b

Hongkong 6 a.m. 30.30 61 — — 1 b

Victoria Peak 6 a.m. 30.30 61 — — 1 c

Gap Peak 6 a.m. 30.27 — — — 1 c

Macao 6 a.m. 30.28 60 — — 1 c

 Haiphong 6 a.m. 30.26 81 63 32 0 b || Manila 6 a.m. 30.26 81 63 32 0 b |
| Bacolod 6 a.m. 30.26 81 63 32 0 b |
| Iloilo 6 a.m. 30.26 81 63 32 0 b |
| Cebu 6 a.m. 30.26 81 63 32 0 b |
| C. St. James 6 a.m. 30.26 81 63 32 0 b |

HONGKONG AVERAGE MARKET

PRICES.

Corrected 23rd January, 1904, cts. per \$ Mex

BUTCHER MEAT.

Beef sirloin & prime cut—Mei Lung Pa 17

" Corned—Ham Ngau Yuk 17

" Roast—Shiu 17

" Breast—Ngau Lam 17

" Soup, Tong Yuk 17

" Steak—Ngau Yuk Pa 17

" Serjoin—Ngau Lau 17

" Sausages—Ngau Yuk Chung 17

" Bullock's Brains—Know 17

" Tongue fresh—Ngau Lau 17

" Corned—Ham Ngau Lau 17

" Head—Ngau Tau 17

" Heart—Ngau Sum 17

" Hump, Salt—Ngau Kin 17

" Feet—Ngau Kerk 17

" Kidneys—Ngau Yiu 17

" Liver—Ngau Con 17

" Tripes (undressed)—Ngau To 17

" Calves' Head and Feet—Ngau-chai 17

" Mutton Chop—Yeung Pai Kw 17

" Leg—Yeung Pei 17

" Shoulder—Yeung Shau 17

" Pig's Chittlings—Chi cheong 17

" Brains—Chi Know 17

" Feet—Chi Kerk 17

" Fry—Chi Chak 17

" Head—Chi Tau 17

" Heart—Chi Sum 17

" Kidneys—Chi Yiu 17

" Liver—Chi Kon 17

" Pork Chop—Chi Pai Kw 17

" Corned—Ham Chu Yuk 17

" Leg—Chu Pei 17

" Fat or Lard—Chu Yau 17

" Sheep's Head and Feet—Yeung Tau 17

" Keok 17

" Heart—Yeung Sum 17

" Kidneys—Yeung Yiu 17

" Liver—Yeung Con 17

" Sucking Pigs, To Order—Chu Chai 17

" Suet, Beef—Sang Ngau Yau 17

" Mutton—Sang Yeung Yau 17

" Veal—Ngau Chai Yuk 17

" Sausages—Ngau Chai Yuk Tong 17

" Chicken—Kai Chai 17

" Capons, Large, Small—Sin Kai 17

" Ducks—Ap 17

" Doves—Pan Kau 17

" Eggs, Hen—Kai Tan 17

" Fowls, Canton—Kai Tan 17

" Hainan—Hoi Nam Kai 17

" Geese—Ngai 17

" Geese, Wild Shanghai—Sheung Hoi Ye 17

" Mus Deer—Wong Keng 17

" Hare—Tu Chai 17

" Partridge—Che Koo 17

" Pheasants—Chan Kai 17

" Pigeons, Canton—Pak Kap 17

" Holloes—Holloes Pak Kap 17

" Quail—Un Chai 17

" Wild Birds—Wo Pa Chai 1

Shipping.

Arrivals.

Chusan, Br. s.s., 2,832, Palmer, 30th Jan.,
Bombay 13th Jan., and Singapore 25th,
Mails and Gen.—P. & O. S. N. Co.
Kwangsai, Br. s.s., 1,226, Harris, 30th Jan.,
Shanghai 27th Jan., Gen.—B. & S.
Chishua, Br. s.s., 1,348, Robertson, 30th Jan.,
—Newport via Singapore 23rd Jan., Coal.
—B. & S.
Taichong, Ger. s.s., 828, Wiebking, 30th Jan.,
—Deli 21st Jan., Ballast—Meyer & Co.
Chowit, Ger. s.s., 1,115, Texon, 30th Jan.,
—Bangkok via Hoihow 21st Jan., Rice.—B.
& S.
Glenfaloch, Br. s.s., 1,414, Bainbridge, 10th
Jan.—trials 21st Jan., Gen.—Joo Teck
Seng.
Hongkong, Fr. s.s., 750, Suzoni, 31st Jan.,
—Hoihow and Hoihow 30th Jan., Gen.—
A. R. M.
Cressy, Br. cruiser, 12,000, Tudor, 31st Jan.,
—Wei-hai-wei 27th Jan., and Miss Bay 31st
Jan.
Kwangsai, Ch. s.s., 1,474, Lincoln, 31st Jan.,
—Shanghai 28th Jan., Gen.—C. M. S. N. Co.
Hailong, Br. s.s., 783, Gibson, 31st Jan.,
—Swatow 30th Jan., Gen.—D. L. & Co.
Devawongse, Ger. s.s., 1,057, Kimpel, 31st
Jan.,—Bangkok 23rd Jan., Rice.—B. & S.
Manchuria, Rus. s.s., 3,900, Prahl, 31st Jan.,
—Singapore 22nd Jan., Gen.—M. & Co.
Pioneer, Ger. s.s., 1,100, Weiser, 31st Jan.,
—Christmas Island 15th Jan., Coal.—E. A.
T. Co.
Eduard, Russ. s.s., 1,938, Levantins, 31st
Jan.,—Odessa 2th Nov., and Singapore
18th Dec., Gen.—B. & S.
Deuteros, Ger. s.s., 1,001, Frabm, 31st Jan.,
—Canton 30th Jan., Gen.—S. & Co.
Ichang, Br. s.s., 1,214, Jones, 31st Jan.,
—Canton 30th Jan., Gen.—B. & S.
Glenloch, Br. s.s., 2,997, Stallard, 1st Feb.,
—Yokohama 26th Jan., Gen.—McG. B. & G.
Emma, Luyken, Ger. s.s., 1,110, Martens, 1st
Feb.,—Moj 27th Jan., Coal.—E. A. T. Co.
Whampoa, Br. s.s., 1,109, Lavers, 1st Feb.,
—Canton 31st Jan., Gen.—B. & S.
Lydia, Ger. s.s., 1,772, Girstenbran, 1st Feb.,
—Canton 31st Jan., Gen.—H. A. L.

Clearances at the Harbour Office.

Kongnam, for Canton.
Yikang, for Moji.
Wakamatsu Maru, for Moji.
Ying King, for Canton.
Hanoi, for Haiphong.
Iching, for Hongkong.
Lokang, for Chinkiang.
Anhui, for Port Darwin.
Siun, for Singapore.
Saine Rick-ers, for Swatow.
Diamond, for Singapore.
Deuteros, for Saigon.
Pioneer, for Yokohama.
Wingchui, for Macao.
Kwangsai, for Canton.
Whampoa, for Swatow.
Chuanwai, for Wuchow.

Departures.

Jan. 31.
Hatching, for Coast Ports.
Hising, for Kobe.
Alhambra, for Shanghai.
An Pak, for Swatow.
Triumph, for Pakhoi.
Lyemoon, for Canton.
Feb. 1.
Chusan, for Shanghai.
Cressy, H.M.S. cruiser, for Singapore.
Shawmut, for Manila.
Hanoi, for Haiphong.
Pronio, for Rangoon.
Lokang, for Chinkiang.
Anhui, for Australian Ports.
Diamond, for Singapore.
Yikang, for Moji.
Wakamatsu Maru, for Moji.
Kwangsai, for Canton.

Passengers arrived.

Per Taichong, from Swatow—174 Chinese.
Per Glenfaloch, from Straits—404 Chinese.
Per Kwangsai, from Shanghai—Messrs. Ro-
binson, Maxwell, and to Chinese.
Per Hailong, from Swatow—Mr. and Mrs.
Geis and 2 children, and 73 Chinese.
Per Shawmut, from Tacoma, U.S.A.—Mr.
and Mrs. Ballow, and 108 Chinese.
From Yokohama—Lieut. and Mrs. H. Potter, Miss
and Miss Nairo, Misses Stone, Greenough,
Mrs. R. D. White, Dr. and Mrs. R. H. Camp-
bell and servant, Mrs. Upham, Mrs. McNeely,
Mrs. J. Pyffe, Mrs. and Miss Burwell, Mr. A.
Romero, Mr. and Mrs. Ishikawa and 2 servants,
and 3 Chinese.
From Kobe—Mrs. Shellen-
berger, Mrs. Simmie, Mr. and Mrs. A. G. Per-
kum, Mrs. Pascoe and child, Mr. and Mrs.
Dickinson and child, Mr. and Mrs. Storm, Miss
Meyers, Mrs. Rudd, Miss Harris, Mrs. Keith,
Mr. and Mrs. J. G. Brown, Mr. and Mrs. Ba-
ningardner, Dr. Herzog, Messrs. L. A. Roberts,
H. B. Miller, S. Lopez, H. W. Brown, J.
Muller, Peat, Gibson, Auerbach, Smith,
Salinger, Cowan, Blair, Nichols, Thompson,
Carter, Tarwater, Crabtree, Steinang, Borg-
stadt, Wagenlander, Graghtery, Robun, Mills,
Webster, F. Miller, W. Inuzhima, K. Kudo,
84 Chinese, and Japanese.
Per Chusan, for Hongkong from London—
Mrs. H. T. Scott, and Miss McKinley.
From Marseilles—Messrs. L. B. Jebb, H. S. Smith,
W. Ferguson, A. Kodolph, C. K. Bailey and F.
F. Prentiss.
From Brindisi—Comdr. C. E.
Monro.
From Singapore—Lady Brown, Mr.
and Mrs. Whitehead and infant, Rev. Mercad-
bide, Messrs. I. Alder, H. W. Marsh, P. Roza
and Halleim.
For Shanghai from London—
Mr. H. L. Harvey.
From Marseilles—Mr. and
Mrs. Redge, Messrs. G. W. Moir and M. A.
Clark.
From Singapore—Mr. H. W. Roth.
Yokohama from London—Mr. Lewis Peck.
From Marseilles—Mr. A. E. Graves.

Passengers departed.

Per Zafra, for Manila—Mr. Mecham, Mrs.
Shingo Fumate, Mrs. Otsu Oiyama, Lieut.
G. L. Johnson, Capt. J. Logan, Major E. C.
Carter, Major W. W. Gibson, Master W. T.
Kit, Messrs. B. H. Macke, A. Ferrant, G.
Tanaka, M. Niskizaki, Geo. Greaben, A. J.
Arnell, E. Purdon, E. E. White, R. W. Law-
rence, Peter F. Wall, H. Adamson, L. Vik-
banes, W. S. Kit, W. Kent, R. Osete, J. I.
Cain, C. McThee, W. Sheers, L. M. Know, S.
Chevit, F. Toey, L. C. Loey, F. Pat, C. C. Joe,
D. Pinin, H. Mecham, L. Yoneza and Shingo
Fumate.

Ships Passed the Canal.

Outward—29th December—Merionethshire,
Bengal, Monmouthshire, Chinkua, Konigs-
berg, Ger., 2nd January—Artista, 6th Janu-
ary—Glaucus, Volga, Andalusia, Indramaya,
9th January—Borneo, Bamberg, 13th Janu-
ary—Silesia, (A. U.S.) Fume, Indramaya, Linan,
Seydlitz, Salfordia, 16th January—Eldfeld,
Australia, Inaba Maru, Mennell, 20th Janu-
ary—Sambila, 23rd January—Ervia, Glenlo-
ach, Agamemnon, 27th January—Fooling,
Ardenberg, Manila, Room, 30th January—
Wakasa Maru.

Homeward—13th January—Kawachi Maru
23rd January—Prometheus, Indran, 27th
January—Aragonia, Binge Maru, Java, 30th
January—Kiautschou, Glenroy.
Arrivals at Home—2nd January—Saxonia
Tantalus, Freiburg, 6th January—Sydney,
Sado Maru, 9th January—Briksul, Ning-
chow, Polyphenus, 13th January—Antenor,
Kurdistan, Armand Behic, 16th January—
Prins Heinrich, 20th January—Glenloch,
Seneca, Hyson, Suevia, 23rd January—Kong
Albert, 27th January—Formosa, 30th Janu-
ary—Achilles, Salazie, Marburg.

Hongkong & Whampoa Dock Returns.

Ellen Rickmers at Kowloon Dock
Pella " " " "
Tartar " " " "
H.L.G.M.S. Moewe " " " "
H.M.S. Glory " " " "
Vigilant " " " "
Chilli " " " "
Tilos " " " "
Tyr " " " "
Petarch " " " "
Aberdeen

Vessels in Port.

STRAMUR.
Borneo, Ger. s.s., 1,344, Muhle, 27th Jan.,
—Sandakan 21st Jan., Gen. and Timber.
—M. & Co.
Charles Hardouin, Fr. s.s., 876, Laurage, 15th
Jan.,—Nantes 15th Nov., and Singapore
3rd Jan., Ballast—M. & Co.
Chihli, Br. s.s., 1,142, Tuedben, 16th Jan.,
—Canton 16th Jan., Gen.—B. & S.
China, Ger. s.s., 1,200, Krubbe, 27th Jan.,
—Saigon 19th Jan., Gen.—Chinese.
Chowfa, Ger. s.s., 1,055, Kohler, 28th Jan.,
—Bangkok 19th Jan., Rice, Wood and Gen.
—B. & S.
Claverhoun, Br. s.s., 2,358, Parker, R.N.R., 27th
Dec.,—New York 27th Oct., Case Oil.
—S. O. Co.
Empire, Br. s.s., 4,500, Helms, 21st Jan.,
—Australia 3rd Jan., and Manila 21st Jan.,
—G. L. & Co.
Empress of India, Br. s.s., 3,003, Marshall, 19th
Jan.,—Vancouver 28th Dec., and Shanghai
17th Jan., Mails and Gen.—C. P. R. Co.
Fritzhof, Nor. s.s., 891, Hamelsen, 30th Jan.,
—Kutchinow 24th Jan., Coal.—S. W. & Co.
Hoibao, Ger. s.s., 509, Merice, 29th Jan.,
—Haiphong and Hoihow 28th Jan., Gen.—
A. R. M.
Kennebec, Br. s.s., 1,425, Wallace, 29th Jan.,
—New York 26th Dec., and Singapore 18th
Jan., Kerosene.—S. O. Co.
Kumsang, Br. s.s., 2,077, Buller, 28th Jan.,
—Calcutta via Penang and Singapore 19th
Jan., Gen.—J. M. & Co.
Liscum, Am. transport, 1,072, Healey, 16th
Jan.,—Manila 13th Jan., Ballast.—U. S.
Govt.
Loongsang, Br. s.s., 1,002, Weigall, 30th Jan.,
—Manila 27th Jan., Gen.—J. M. & Co.
Maristow, Br. s.s., 2,260, Front, 28th Jan.,
—Moj 22nd Jan., Coal.—B. & Co.
Onsang, Br. s.s., 1,787, Davies, 29th Jan.,
—Nagasaki 24th Jan., Coal.—J. M. & Co.
Pak Lat, Ger. s.s., 1,018, Bandelin, 28th Jan.,
—Bangkok 18th Jan., and Ang Hin 19th,
—Rice and Wood.—B. & S.
Petarch, Ger. s.s., 1,252, Ahrens, 26th Jan.,
—Moj 19th Jan., Coal.—S. W. & Co.
Phra Chom Klao, Ger. s.s., 1,011, Reimers, 29th
Jan.,—Bangkok 18th Jan., and Ang Hin 21st,
—Rice and Wood.—B. & S.
Phra Chula Chom Klao, Ger. s.s., 1,012, Bohn,
30th Jan.,—Bangkok 22nd Jan., Rice and
Gen.—M. & Co.
Pitsanulok, Ger. s.s., 1,268, Fuchs, 24th Jan.,
—Bangkok 15th Jan., Rice and Wood.—B.
& S.
Quarta, Ger. s.s., 1,146, Johannsen, 29th Dec.,
—Mauritius 4th Dec., Sugar.—S. W. & Co.
Riverdale, Br. s.s., 2,752, Hay, 25th Jan.,
—New Zealand 18th Jan., and Australia
22nd, Coal.—Admiralty.
Rosetta Maru, Jap. s.s., 2,403, Smith, 28th Jan.,
—Manila 26th Jan., Gen.—T. K. K.
Sabine Rickmers, Br. s.s., 690, Nasbit, 29th
Jan.,—Pulo Samboe 20th Jan., Petroleum.
—A. K. & Co.
Siam, Br. s.s., 992, Binns, 29th Jan.,—Shanghai
26th Jan., Light.—Geo. McBain & Co.
Sullberg, Ger. s.s., 782, Meyer, 28th Jan.,
—Daly 21st Jan., Gen.—H. A. L.
Tatar, Br. s.s., 4,425, Evans, 16th Dec.,
—Vancouver 16th Nov., and Shanghai 13th
Dec., Gen.—C. P. R. Co.
Telemachus, Br. s.s., 1,380, Williamson, 27th
Jan.,—Saigon 20th Jan., Gen.—Nam Wo
& Co.
Thea, Ger. s.s., 934, Ohlerich, 29th Jan.,
—Saigon 23rd Jan., Rice.—Yuen Woo & Co.
Wurzburg, Ger. s.s., 5,085, Biner, 30th Jan.,
—Shanghai 27th Jan., Gen.—H. A. L.

Shipping Reports.

Str. Chowat from Bangkok—Moderate weath-
er.
Str. Chinkua from Newport—Strong mon-
soon.
Str. Sunghang from Manila—Strong mon-
soon and high seas.
Str. Glenloch from Yokohama—Moderate
monsoon, and fine clear weather.
Str. Hailong from Swatow—Strong breeze
(N.E.), moderate sea, fine clear weather.
Str. Glenfaloch from Straits—Strong N.E.
gale, high sea and overcast, and squally weath-
er.
Str. Taichong from Deli—Strong N.W.
monsoon, from Singapore to 13° N., thence to
port fresh N.W.

Steamers Expected.

Vessels	From	Agents	Due
Sachsen	Shanghai	M. & Co.	Feb. 2
Merionethshire	Singapore	S. T. & Co.	Feb. 2
Kailong	Manila	B. & S.	Feb. 2
Siberia	Shanghai	P. M. Co.	Feb. 3
Suisang	Singapore	J. M. & Co.	Feb. 3
Indrapura	Japan	P. & A. Co.	Feb. 3
Wuchang	Loilo	B. & S.	Feb. 3
Seydlitz	Singapore	M. & Co.	Feb. 4
Aki Maru	Shanghai	N. Y. K.	Feb. 4
Changsha	P. Darwin	J. S.	Feb. 4
Borneo	Singapore	J. & O. Co.	Feb. 5
Andalusia	Singapore	H. A. L.	Feb. 7
Mogul	Singapore	D. & Co.	Feb. 7
Tacoma	Victoria	N. P. Co.	Feb. 11
Coptic	San Francisco	C. P. R. Co.	Feb. 12
Emp. of Japan	Vancouver	C. P. R. Co.	Feb. 15

Post Office.

A Mail will close for—
Canton—Per Hankow, 2nd Feb., 7.30 A.M.
Swatow and Shanghai—Per Whampoa, 2nd
Feb., 9 A.M.
Swatow—Per Hailong, 2nd Feb., 9 A.M.
Swatow and Deli—Per Taichong, 2nd Feb.,
11 A.M.

Macao—Per Hailong, 2nd Feb., 1.15 P.M.
Chinkiang—Per Kowloon, 2nd Feb., 2 P.M.
Singapore—Per Glenloch, 2nd Feb., 2 P.M.
Saigon—Per Taichong, 2nd Feb., 3 P.M.
Kongmoon, Kumbuk and Samsul—Per
See Yuh, 2nd Feb., 3 P.M.
Manila—Per Loongsang, 2nd Feb., 4 P.M.
Canton—Per Pusan, 2nd Feb., 5 P.M.
Nantao—Per Taichong, 2nd Feb., 5 P.M.
Sanboe—Per Hoi Fw, 2nd Feb., 5 P.M.
Canton—Per Hailong, 2nd Feb., 5 P.M.
Europe & India, via Tutuorin—Per
Sachsen, 3rd Feb., 11 A.M.
Singapore, Penang and Calcutta—Per Kum-
sang, 3rd Feb., 1 P.M.
Manila—Per Chihli, 3rd Feb., 3 P.M.
Hailong—Per Wuchang, 3rd Feb., 3 P.M.
Canton—Per Kinsan, 3rd Feb., 5 P.M.
Canton—Per Pusan, 4th Feb., 7.30 A.M.
Canton—Per Fatsan, 4th Feb., 7.30 A.M.
Canton—Per Hailong, 4th Feb., 7.30 A.M.
Canton—Per Kinsan, 6th Feb., 7.30 A.M.
Canton—Per Fatsan, 6th Feb., 7.30 A.M.
Manila—Per Rubi, 6th Feb., 9 A.M.
Canton—Per Hailong, 7th Feb., 9 A.M.
Europe & India, via Tutuorin—Per
Ernst Simon, 9th Feb., 11 A.M.
Yokohama and Kobe—Per Changsha, 9th
Feb., 3 P.M.
Shanghai, Nagasaki, Kobe, Yokohama,
Victoria and Vancouver, B.C.—Per Empress of
India, 10th Feb., 11 A.M.
Singapore, Penang and Bombay—Per Capri,
11th Feb., 11.30 A.M.
Port Darwin, Thursday Island, Cooktown,
Cairns, Townsville, Brisbane, Sydney and
Melbourne—Per Titian, 12th Feb., 3 P.M.
Manila—Per Zafra, 13th Feb., 9 A.M.
Shanghai, Nagasaki, Kobe, Yokohama,
Honolulu and San Francisco—Per Siberia,
13th Feb., 11 A.M.
Shanghai, Nagasaki, Kobe, Yokohama,
Victoria and Vancouver, B.C.—Per Tartar,
24th Feb., 11 A.M.

Books containing stamps of the following
denominations may be obtained at the counter
of General Post Office for \$1.00 each.
16 stamps at 4 cents.
12 " " 2 " "
12 " " 1 " "

VISITORS AT THE HOTELS.

THOMAS.
Berrain, C. F.
Bowa, O.
Chakow, J. L.
Chow How Wai
Condy, Mr. C. and 2
children
Crego, Mr.
Fisher, H. S.
Gibson, I. L.
Gilbes, J. S.
Henry, G.
Hough, Dr.
Howk, A.
Juan Jose Gouri
Keeble, Geo.
Kennedy, Mr. and Mrs.
Muay, Mr. and Mrs. H.
Roberts, Capt. W.
Simpson, Capt. F.
Smith, J.
Ting Chuk Nar
Whiley, Mr.
Young, L. C.
Occidental.
Akehurst, C. A.
Burdett, Mr. F. D.
Chandler, L. F.
Dickinson, Mr. and
Mrs. J.
Ger rd, Capt. J. C.
Gibson, Dr.
Keit, Dr. F.
Liddell, Mr. and Mrs.
Lopez, Amaro
Luper, J. I.
North, H. S.
Pezare, Lieut. T.
Prittwitz, A. V.
Rehwalid, Capt.
Rienappel, R.
Schmittschneides, Mr.
Schlechtweg, Gustav
Schertchly, Mrs. and child
Stapelfeld, M.
Stephens, H.
Walters, S.
Wierthmann, Paul
Wilkinson, R.

HONGKONG.

Aagaard, B.
Abbott, Mrs. S. H.
Anderson, Mr.
Bailey, C. R.
Balle, G.
Ballon, Mr. and Mrs.
H. G.
Barrett, H.
Black, Mr. and Mrs.
Bo gan, Mr. & Mrs. R.
Bonner, E. A.
Borthwick, Mrs. R. W.
Brooks, G.
Brisson, W. M.
Bromfield, J. T.
Brown, W. S.
Buchanan, P. J.
Ruck, Hart
Clark, W. G.
Coates, Col.
Colson, F. S.
Coulson, C. H.
Cowan, Mrs. A. R.
Davies, Mrs. J. T.
Deacon, F. B.
Dean, G.
Derbyshire, J. H.
Dodd, L. B. C.
Douglas, Capt. & Mrs. J.
Downing, J. C.
Dowson, C.
Dunne, R. T. D.
Dupre, Mr. and Mrs.
and family
Ellis, Mr. and Mrs. A.
Emerson, A.
Forsyth, Capt. & Mrs.
Freear, W.
Fisher, H. G.
Glover, C.
Grant, A. W.
George, F.
Hall, Capt. T.
Hammer, Thos. A.
Haughwout, W. B.
Hayton, J. T.
Hooper, Mr. and Mrs.
Icely, Rev. J.
Jackson, H. T.
Jaffe, D.
Joseph, Mr. and Mrs.
Katsch, E. A.

KING EDWARD.

Brown, Lady
Carter, H. B.
Hawley, Mr. and Mrs.
Geo. T.
Hick, W. M.
Hollingsworth, A. H.
Kent, R., Lt. Col. E.
F.
Kent, Mrs. E. F.
Muelle, Ed. (Consul for
Peru)
Nathan, Joseph

CONNAUGHT.

Bain, J. W.
Bell, J. Mrs.
Bell, J. F.
Blair, D. R.
Boyce, W. B.
Campbell, R. E., Capt.
L.
Christie, Mrs. & Mr. D.
Cronin, John
Donald, W. H.
Davidson, A. Duncan
Dufour, Mrs. B.
Dulot, Mme.
Eyre, Mr. and Mrs. H.
Foy, R. H.
Hayter, L. G.
Heckford, R. G.
Helme, E. B.
Hills, L. D.
Howard, E.

PEAK.

Beattie, A.
Beattie, J. M.
Bensen, Major & Mrs.
Bilapovsky, Mr. and
Mrs. C. de, maid
and child
Bonnel, Miss
Bunney, Major and Mrs.
Bunney, Miss
Brazador, R. A.
Brown, Col. L. F.
Chapman, Mr. & Mrs.
Chichester, Major & Mrs.
Coke, Miss A.
Cooke, Miss
Doran, J. C.
Dymock, R. A., A.
Farrier, Col. & Mrs.
Foot, R. M., Capt. and
Mrs.
French, Major G. A.
Fullerton, Mr. and Mrs.
A. R.
Grant, R. N., Eng. Lieut.
A. R.
Hamilton, Major
Harding, R.
Holborow, Mr.

Austen, R. N., Staff Powell, Sidney J.
Surgeon and Mrs. Smith, Mr. and Mrs.
Ben, Mrs.
Craton, R. H.
Dann, G. H.
Duff, J. S.
Fallon, C. H.
Gaskell, Mr. and Mrs.
Helms, W.

Kowloon.
Bennie, J.
Barabon, P. A.
Clark, Lieut. T. F.
Koralewski, Lieut.
Lightfoot, S.
Richie, Mr. and Mrs.
and child
Speakes, Major

THE SHARE MARKET.

STOCKS.	PAID UP VALUE.	LAST DIVIDEND.	TO-DAY'S QUOTATIONS.
BANKS.			
Hongkong and Shanghai Banking Corporation	\$ 125	Div. of £1.10/- @ 1/8=\$18 for half year ending 30.6.1903	\$645
National Bank of China, Ltd.	\$ 8	3/6=\$2 for 1903	\$33 ex div. b.
Do.	\$ 1	None	\$10
MARINE INSURANCES.			
Union In. Society of Cton, Ltd.	\$ 100	32 per cent=\$32 per share for 1902	\$490 s.
China Traders' In. Co., Ltd.	\$ 25	16 %=\$4 for year ended 30.4.1903	\$56
North China In. Co., Ltd.	\$ 5	Final of £1 making £2 for 1902	Tls. 69
Yangtze In. Association, Ltd.	\$ 60	20 %=\$12 for 1901	\$135
Canton In. Office, Ltd.	\$ 50	30 %=\$15 per share for 1902	\$175
FIRE INSURANCES.			
Hongkong Fire In. Co., Ltd.	\$ 50	\$224 per share for 1901	\$300 b.
China Fire In. Co., Ltd.	\$ 20	\$6 per share for 1901	\$92 b.
SHIPPING.			
Hongkong, Canton, & Macao Steamboat Co., Ltd.	\$ 15	\$14 for half-year ending 30.6.1903	\$314 sa.
Indo-China S. N. Co., Ltd.	\$ 10	5 %=\$1 per share for 1902	\$73 b.
China & Manila S.S. Co., Ltd.	\$ 50	10 %=\$5 per share for 1902	\$20 sa.
Douglas Steamship Co., Ltd.	\$ 50	Div. of \$3 for year ended 30.6.1903	\$31
"Star" Ferry Co., Ltd.	\$ 10	\$1.20 } = 15% for year ending 30.6.1903	\$30
60 cts. }	\$ 5	30.4.03	\$19
"Shan" Transport & Trading Co., Ltd.	\$ 1	Interim of 1/- for 1903	\$1 ex div. b.
Taku Tug & Lighter Co., Ltd.	Tls. 50	Interim of 2 % for 1903	Tls. 30 s.
Shanghai Tug & Lighter Co., Ltd.	Tls. 50	Interim of 4 %=\$1.20	Tls. 49 sa.
Do. Preference	Tls. 50	Interim of 31 %=\$1.75	Tls. 45 sa.
REFINERIES.			
China Sugar Refining Co., Ltd.	\$ 100	Fin. of \$7 making \$12 for 1903	\$106
Luzon Sugar Refining Co., Ltd.	\$ 100	\$3 per share for 1897	\$10 s.
Perak Sugar Cultivation Co., Ltd.	Tls. 50	5 %=\$1.25 for year ending 30.9.03	Tls. 52 s.
MINING.			
Punjom Mining Co., Ltd.	\$ 11	None	\$1 s.
Société Française des Charbonnages du Tonkin	Fr. 250	Interim of Frs. 30 for 1903	\$600 s.
Raub Australian Gold Mining Co., Ltd.	£0.18.10	No. 12 of 1/- per share 28.1.01	\$6 s.
Chinese Engineering & Mining Co., Ltd.	\$ 1	No. 2 of 1/- per share 26.10.03	Tls. 54 sa.
DOCKS, WHARVES AND GODOWNS.			
Hongkong & Whampoa Dock Co., Ltd.	\$ 50	12 %=\$6 for 1/2 year 30.6.03	\$209 b.
S. C. Farnham, Hoyd & Co., Ltd.	Tls. 100	Interim of Tls. 5 for 1/2-year ending 31.10.1903	Tls. 125 b.
Hongkong & Kowloon Wharf & Godown Co., Ltd.	\$ 50	Interim of \$24 for 1903	\$95 b.
New Amoy Dock Co., Ltd.	\$ 60	\$24 for 1902	\$371 s.
Shanghai & Hongkew Wharf & Godown Co., Ltd.	Tls. 100	Interim of Tls. 5 for 1903	Tls. 200 b.
LANDS, HOTELS AND BUILDINGS.			
China Provident Loan & Mortgage Co., Ltd.	\$ 10	8 %=\$80 cents per share for 1903	\$9
Hongkong Land Investment & Agency Co., Ltd.	\$ 100	Final of \$6 making \$12 for 1903	\$150 ex div.
Kowloon & Building Co., Ltd.	\$ 30	\$2.60 per share for 1903	\$35 b.
West Point Building Co., Ltd.	\$ 50	Final of \$1.70 making \$3.20 for 1903	\$55 ex div.
Hongkong Hotel Co., Ltd.	\$ 25	\$6 for 1st year 1903	\$147
Aster House Hotel Co., Ltd.	\$ 25	2 1/2 % for year ending 30.6.03	\$29 sa.
Hotel des Colonies Co., Ltd.	Tls. 25	6 % for year ending 31.3.03	Tls. 134 b.
Humphreys Estate & Finance Co., Ltd.	\$ 10	9 per cent. for 1902	\$11
Shai Land Investment Co., Ltd.	Tls. 50	Interim of 6 % for 1903	Tls. 110 b.
COTTON MILLS.			
Hongkong Cotton Spinning, Weaving & Dyeing Co., Ltd.	\$ 10	Final of 60 cents, making \$1 for 1902/1903	\$151 s.
Ewo Cotton Spinning & Weaving Co., Ltd.	Tls. 50	8 % for period ended 31.10.1903	Tls. 32 s.
International Cotton Manufacturing Co., Ltd.	Tls. 75	Interim of 3 % on account of 1898	Tls.

Powell's
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Monday, 29th February.

FOR ONE WEEK ONLY.

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AT 34, QUEEN'S ROAD.

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